



Book of Abstracts

for presentation at the

ACSP-AESOP

4th Joint Congress

Chicago, Illinois ~ July 6-11, 2008

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New abstract numbers have been assigned to the works and these numbers will also reference the abstracts in the final printed program.

The author index follows this introduction. A keyword index is provided at the back of this publication.

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TRACK 1: GENDER, ETHNICITY AND DIVERSITY IN PLANNING

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[1] NEW ETHNIC PLACES OF WORSHIP AND PLANNING CHALLENGES

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The Greater Toronto Area (GTA) has the largest conglomeration of ethnic places of worship. Hindu and Buddhist temples, Muslim mosques, Jewish synagogues and ethnic Catholic churches dot the GTA landscape. The growing ethnic and religiously diverse population has a mounting need to expand existing facilities as well as build new ones to meet the demand. This poses a serious challenge to municipalities who have to determine where and how to locate these places of worship appropriately in accordance with sound planning principles and the special requirements of such places. Literature on this topic is scarce. In the absence of any systematic studies, the study does not lend itself to a neat set of hypotheses. What are the challenges ethnic places of worship pose to the local municipalities? This is the question that has been probed in the study with the help of four case studies in the suburban municipalities in the GTA. The findings suggests that the increased size and multiple uses of these places of worship pose a greater potential for land use conflicts and traffic and parking problems. This can be partly attributed to the organic development of these places, which has not been fully understood.

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[2] FINDING OUR WAY: FILM AS RESEARCH AND PUBLIC EDUCATION IN NATIVE/NON-NATIVE RELATIONS IN NORTHERN BRITISH COLUMBIA

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This and a related paper by Leonie Sandercock report on a film-based action research project with two First Nations bands in northern British Columbia, Canada. It is a work in progress.

Using a public education approach developed in our previous work (Attili and Sandercock 2007, Sandercock and Attili 2008), we are simultaneously doing research on and making a documentary film with and about the Burns Lake band and the Cheslatta Carrier Nation, two Carrier bands located in north central BC.

We have two overarching research questions. How can First Nations bands devastated by colonisation move beyond the resulting dysfunction and find their own ways towards social and economic development? And how can non-metropolitan communities that have been divided, indeed segregated, along Native/non-Native lines for more than a hundred years find their way towards reconciliation, reparation, and productive co-existence?

A third question concerns the role of film in public education about these challenges.

This presentation focuses on the third question, the use of digital ethnography in research and public education.

Ethnographic analysis succeeds in expressing what lies beyond the surface of maps, physical objects, classifications and aggregate quantitative data. It intentionally focuses on individual lives in urban settings made up of changing densities, memories, perceptions and aesthetics.

Ethnographic analysis can avail itself of different communicative codes (verbal, film, graphics, photography, digital animation, music, etc.). New media have the intrinsic ability of deploying different expressive languages. Their combined use multiplies aesthetic connections and allows for the transition from rhetoric to poetics, a leap that allows us to move from referential and argumentative languages to germinative and constructive ones. This multiplication of aesthetic languages represents a significant reservoir which has the possibility to expand the horizons of logical and scientific argument.

From this perspective digital ethnographies can be thought as catalyst for interaction: a crucial tool to be used in educational packages to disseminate inspiring stories, to provoke different audiences, to open up a dialogue about sensitive issues.

We will screen a 10 minute section of our documentary in progress and discuss how and why it will be used in public education.

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[3] RESPECTING GENDER AND CULTURE: DILEMMAS OF REPRESENTATION IN COMMUNITY PLANNING

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Governance in diverse neighbourhoods is keenly concerned with achieving representation which reflects the community (Wood and Landry, 2008). Insofar as governance is concerned much of the current debate has focused on the necessity for under-represented groups to gain greater involvement, including women and minority ethnic groups. Indeed a key issue within neighbourhood governance is the sensitivity of institutional structures to local populations. This is particularly pertinent in UK cities, where the majority of minority ethnic groups live and work. Recent attention in the UK has become focused on stimulating community cohesion and ensuring moves away from 'traditional' community representatives. Whilst these new developments may be welcome, they are still premised on different and divided communities. This has had mixed consequences in terms of progressing gender equality within ethnic minority groups.

This paper considers the theoretical basis for changing representative structures, followed by policy initiatives launched by UK government, in relation to gender and ethnicity. The paper draws upon empirical evidence of neighbourhood renewal area in the West Midlands of England targeted by the State for regeneration and experiences of community involvement in the management of it. The material is drawn from the authors' doctoral research and a national evaluation project for Government. It will reflect upon empirical findings where efforts had been made to increase the number of women and minorities on representative boards, and to explore the types of institutional space which they enter and re-create. However, the reasons and presumed outcomes from such representation are under-explored which is of interest as political theory continues to grapple with such debates (Benhabib, 2002; Young, 1990, 2000). An exploration of the types of spaces and values which exist in these places is of value to policy-makers working in diverse cities. As Young notes perfect representation is not achieved through ensuring that we represent everything or mirror society (2000). However, there is a need for representation to enhance rather than reduce equality.

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[4] DIVERSITY AND ETHNIC ENTREPRENEURSHIP IN THE USA:

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In the context of globalization, a major challenge for the USA and other western nations in the 21st century is to better address critical issues facing growing numbers of ethnic entrepreneurs especially within diversifying metropolitan areas. Despite historical differences, both the United States and nations within the European Union are confronted with intensifying debate regarding the role of ethnic entrepreneurship in addressing ethnic and/or racial

inequalities. Building on a comprehensive conceptual framework, this paper will seek to clarify inter-group arrangements that might promote or impede entrepreneurship among racial/ethnic groups with distinct social histories (Bowman, Beebeejaun, Tedros, & Bowman, 2007). This conceptual model can also guide more meaningful comparative research and public policy analysis of ethnic entrepreneurship in the USA and beyond. The comprehensive model systematically contrasts the prospects of ethnic entrepreneurship under conditions of inter-group empowerment versus other arrangements such as egalitarianism, assimilation, and multiculturalism. Within this context, our paper will provide a critical review of the emerging comparative literature on entrepreneurship among ethnic/racial groups from a range of national origins. The literature in the USA is very extensive and emerged over a longer period because of the unique domestic history of multi-ethnic immigration as well as racial oppression. In contrast, the literature by European scholars focuses on more recent multi-ethnic immigration and related diversity challenges within the context of colonial legacies, globalization, and sustainable economic development. Particular attention will be placed on diverse definitions of entrepreneurship, role of ethnic entrepreneurship in sustainable development, comparative research issues, and multilevel policy implications. Finally, related cross-national studies in the USA and beyond can help to further clarify both the similarities and differences in emerging debates about ethnic entrepreneurship in major metropolitan areas throughout the world faced with unprecedented levels of diversity and inequalities within the global economy.

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[5]

IMMIGRATION AND URBAN POLICIES IN ITALY: THE STATE OF RECENT DEBATE AND A CASE-STUDY IN TURIN

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As with other Southern Europe countries, immigration is still a relatively new phenomenon in Italy, but over the last ten years the number of legal immigrants has almost trebled, and immigration is thus starting to become a core issue to deal with.

From the urban studies' perspective, in recent years a growing body of literature has described the immigrant groups' settlements in a wide range of towns, pointing out that – in comparison with other countries – some peculiarities can be recognised (see, for example, Cologna et al. 2003). These researches have been useful to understand that, even if in Italy immigration is not an exclusively urban phenomenon as many groups have settled in the countryside, towns still represent a "port of entry" in the country, thus are a crucial

reference point to analyse the immigrants' settlements' distinctive features (Crosta et al., 2000).

Other studies have pointed out the core role played by towns in the immigrant's integration policies definition and implementation: immigration policies, defined by the National Government, have mainly been aimed at controlling the flows of people, the immigrant's integration policies having completely been devolved to the "local" level. At this scale, the Municipalities' policies and the third sector initiatives play a core role (Caponio, 2006). For this reasons, the sociological literature on the "Italian way" to deal with immigration has pointed out that a "local and adaptive" model of integration can be recognised (Tosi, 2004). All these preliminary remarks are useful to understand why the "mediating role" of cities and of their local associations on immigration issues, should be carefully analysed.

The more recent urban studies have also been useful to emphasize that, until now, phenomena such as the immigrants' groups concentration or segregation in specific neighbourhoods are unusual in Italy. For this reason, it could be noticed that some typical planning forms of intervention already carried out in other countries, more or less expressly aimed at dispersing the immigrants' groups, or at "breaking up their settlements' territoriality" (Yiftachel et al, 2001), may not be appropriate in the Italian context.

Based on this framework developed from several new major studies, the paper aims at contributing to the debate on immigration and urban policies in Italy, trying to recognize its peculiarities in comparison with other countries. In particular it tries to understand if a local and adaptive approach – able to take advantage from the cities' local actors' knowledge and networks, and to look for innovative ways to deal with problems and opportunities brought by immigrants groups – may be recognized in urban policies. Moreover, the paper will try to unpack some of these issues through a case-study, by analysing the EU urban regeneration program "The Gate – Living not Leaving", carried out in the Porta Palazzo area in Turin for the last ten years, an initiative which may be quoted as one of the first experiences of an urban policy expressly focused on the immigrants' integration issues in Italy.

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[6]

MUSLIMS ON THE FRINGE: PLANNING FOR AN ISLAMIC SCHOOL ON THE OUTSKIRTS OF SYDNEY, AUSTRALIA

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Migrant communities in Australia are challenging spatial patterns and traditional bureaucratic modes of planning, not only in cities, but also in suburban enclaves. On the semi-rural fringe of Sydney, religion, ethnicity and planning have reached a boiling point. The tension surrounds the proposed development of a new Islamic school for 1200 students, a proposal that will be decided in March 2008 by the local government council based on the recommendations of its planning staff. At the close of a mandated public display of the school's development application, an unprecedented 3500 letters had been received from residents, with only 13 in support. Although the local council had not sponsored or sanctioned any community forums or consultations, opposition groups organized two major events, one with over 2,000 in attendance and one with nearly 1,000; in both

cases representatives from the Islamic school were not invited to participate. In addition to the rallies, forms of digitally mediated communication, such as text message campaigns, blogs, and social networking sites, provided venues for public discourse. The proposed development site was publically desecrated by pigs' heads and the Australian flag, and sleepy Camden soon received international media coverage.

Opposition to the establishment of mosques for use by Australia's Muslim communities has been one of the most visible forms of anti-Islamic sentiment (Dunn, 2001). In the public debate over Islamic meeting places, there is typically a meta-narrative about Islam, immigration and multiculturalism. Yet traditional planning, bound by Enlightenment, rationalist concerns, presumes to operate in a "color blind" fashion in which every citizen is treated equally (Sandercock 1998). In this liberal democratic view, every issue is a technical one that can be solved through technical planning (Yiftachel 1995; Forester 1989). This mode of planning, however does not acknowledge the differing values and spatial practices of different communities and cultures.

This paper seeks to examine the traditional "rationalist" planning framework employed by the local government in Camden, Australia as a case study, by asking the following questions with regard to the proposed Islamic school: (1) In what ways do the institutional elements of "rationalistic" bureaucratic planning principles enable or constrain public debate and policy-making discourse? (2) How does the planning process engage with religious groups as they express themselves through, negotiate, or are mediated through the built environment? In turn, how are the deliberative processes of planning shaped by their engagement with religious groups? Finally, the paper will examine how notions of similarity and difference were employed by the Islamic school, residents, the press, and the local council and planners in their discourse about the school.

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[7]

VEILING THE PUBLIC SPACE: A SPATIAL ANALYSIS FROM EARLY REPUBLICAN PERIOD IN TURKEY TO THIS DAY

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The main aim of this study is to analyze the transformation in public sphere with reference to representations of woman body from 'early Republican period' to this day. Through this study, the process of the contextual shift - from 'Modern Turkey Project' to the projects after 80's- is examined with reference to 'woman issue'. It is known that the representations of woman body in public spaces had always been one of the basics of the integration process of East to West and the woman issue which is often related to 'Westernization'. It is also

arguable that, the tension between 'Modern Turkey Project' and 'Islamic Utopia' in public spaces is a gender issue.

In order to understand transformation of public life in Turkish cities, history of public spaces will be analyzed throughout various discourses on woman body used in two critical periods of Turkey: early Republican period and after new millennia. From early Republican period to this day, "Which historical and political ruptures caused the transformation of public spaces and representations of public bodies in it?" is the main question to apprehend the relations between space and woman body.

In the first part of this study, a summary of the changes that the public spaces have gone through will be presented but contemporary public spaces and their relationship with the woman body have been analyzed; especially focusing on women parks in Konya, Panlyurfa and Ystanbul.

Basically, it can be said that these parks transform the notion of the park both spatially and politically. In Deleuzian terms; 'the notion of the park' is to constitute a social multiplicity which must be different from domestic singularity, whereas the concept of women parks produce a locked and masculine outdoor for limited socialization for women. The spatial exclusion of men and boys who are older than 12, from these parks -by using iron barriers- clearly betrays the notion of a park and produces masculine spaces rather than feminine ones. Although this supply of women parks creates a field for women in the public realm, they also recreate and feed the masculine spatiality because of the idea that 'women have to be protected from the gaze of men who are not their husbands.

In the second part of the study, alternatives which can re-establish a social and inter-sexual empathy will be presented; against the motives and justifications of these 'women parks' and against the excessively homogenous user typology they offer. These alternatives offer a different way of producing space by the contribution of social agents that can produce anonymous spaces for their everyday necessities. In this frame, instead of discrimination; the awakening of collectivity of life with social projects should be encouraged by the authorities.

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[8]
**MULTICULTURALISM AND THE REVANCHIST CITY:
CHUNGKING MANSIONS, HONG KONG**

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Drawn from dissertation proposal to be defended this Spring.

This paper reads the contemporary city through the lenses of 'urban revanchism' and 'multiculturalism'. I am interested in the way 'difference' is treated when confronted by principles of neoliberal city planning. The significance of this research is two-fold. The first is that it contributes to empirically-grounded planning theory related to multiculturalism. In addition, the research presented sheds light on a case from East Asia, when urban planning literature related to multiculturalism has so far tended to concentrate on the experiences of Western Europe and North America. The paper will present six months' fieldwork at Hong Kong's Chungking Mansions. The methodology included in-depth interviews, surveys and policy analysis.

We hypothesize the existence of a unique model of multiculturalism based on the selected case in Hong Kong. In this model particularity is not respected merely so it can be immediately distanced and segregated (Zizek, 1997). Another component of such a model is across-group interactions (Larsen, Harlan et al, 2004) leading to greater trust, social capital and community action. In addition to the two 'lenses' mentioned above, I have used the framework of structure and agency to analyze the selected case.

Chungking Mansions is a 17-storey building, originally intended for residential use, but now home to scores of motels, high-density residential use, storage, retail (of real and imitation consumer goods) and even light industrial uses. Yet, these overcrowded, poorly lit, noisy and (in parts) foul-smelling buildings are also centres of concentration of immigrants from Africa and South Asia. As hubs of entrepreneurship, and a place carrying cultural and historical significance, Chungking Mansions does not fit neatly into the Castellan framework of "space of place versus space of flows". Significantly, this space of flows thrives in a starkly different built environment than the glitzy malls across the bay, on Hong Kong Island. The building represent the city's large immigrant working class that lives in the shadows of a tall skyline, but is far removed from it, despite the spatial propinquity. In the context of third world slums Mike Davis asks if "clientelism, populist spectacle and appeals to ethnic unity" have become the tools for the management of proletarian "historical agency". Although the Chungking Mansions offers better living conditions than most slums, in the context of the metanarrative of globalization, these spaces warrant examination as the breeding ground of a unique form of agency. The essence of this social formation cannot be understood in terms of class consciousness alone.

It was found that the Chungking Mansions model of multiculturalism can be more accurately described as 'market-culturalism', where difference is tolerated because payoffs (social and economic) are currently set up to severely punish intolerance. The society at Chungking Mansions reveals deep rifts and strong bonds at once. Its 'in-betweenness' plays out at various levels, as it becomes a unique place within Hong Kong, which at once most *and* least represents the city.

Leonie Sandercock (2003) advises planners to create spaces that offer the potential for people to interact, learn, change, grow and evolve, so that social identity may be iteratively reformulated. In, however, planning reproduces "the ideology of planning" (Harvey, 1985), what does this mean for multiculturalism? Surely the work of planners only tells half the story. It is the "spatial practices" and "lived space" (de Certeau, 1984) that complete the picture. In the context of Chungking Mansions, the immigrant community's struggle to survive and defy gentrification, provides a case that can contribute to these theoretical discussions.

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[9]
**THE GENDER WAGE DISPARITY IN ECONOMIC
RESTRUCTURING**

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This paper analyzes the gender wage gap in the Pittsburgh, Pennsylvania, USA region, comparing it to the 100 largest metropolitan regions in the US. The work finds that wages for women in the Pittsburgh region, controlling for variables such as work status, experience, education, have been slower to converge to U.S. averages. Several explanations are considered, most bound in

understanding the process of industrial restructuring and the changing role of women in the region's workforce. Historically, women in Pittsburgh had lower labor force participation rates than women nationally and in urban areas. Though rising over the latter 20th century, rates didn't converge to national averages until after the collapse of steel and manufacturing in the region. And though women increased their educational attainment over this period, wages remain divided by gender, even at higher educational levels. Differences by occupation and industry are examined to discern why the gender wage gap in the Pittsburgh region exhibits different patterns than the situation for women nationally, on average, and why the gap has been slower to narrow in the post-steel era in Pittsburgh than in other regions of the U.S. It is suggested that economic restructuring does not necessarily reduce gender wage disparities. The paper concludes with options for nonprofit and local organizations to address the regional gender wage gap and labor retention issues.

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[10] IMMIGRANT COMMUNITIES, INFORMALITY AND PLANNING IN THE UNITED STATES

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During the late twentieth century and into the twenty first, large scale immigration changed the face of urban centers across the United States. While immigration has had numerous positive effects on cities across the country, it also presents planners with complex new challenges. A significant number of new immigrants live and/or work informally, that is, outside laws regulating labor, housing, and spatial practice. The survival strategies of certain immigrant groups have put the issue of informality squarely at the center of urban policy and planning debates. Day-laborer hiring sites, unlicensed street vending, and housing overcrowding have all become flashpoints of controversy in many communities. All too often though, it is the immigrants themselves who are blamed for these issues, as these practices are often characterized as simple lawbreaking or of immigrants importing "backwards" Third World practices to First World cities.

Informal spatial practice cannot be understood simply as lawbreaking or as the result of ineffective enforcement, for crackdowns or strict enforcement of laws would leave many immigrants homeless or out of work. Nor can informality be conceptualized, either in a positive or negative light, as some sort of expression of cultural difference by new immigrants, for ignoring

issues such as housing overcrowding, informal labor practices or informal use of urban space such as street vending leads to serious public health, safety, not to mention ethical issues.

This presentation will argue that planners in the U.S. lack both theoretical and practical tools to effectively deal with informality. It will analyze and critique current planning approaches to these issues, using the case of informal street vending in New York City, the subject of dissertation research in progress, as an example of failed and ineffective planning and policy approaches. Finally, theoretical and practical approaches to informality developed outside the context of First World cities will be analyzed. It will be argued that much can be learned from theoretical and practical approaches to informality developed in the context of the Global South which ground conceptions of informality in a broader political economic context, paying closer attention to social-spatial inequality in actually producing informality.

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[11]
THE SKILLS AGENDA AND THE COMPETENCIES FOR MANAGING DIVERSITY AND SPACE
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Over the last five years, the "skills agenda" has emerged as a distinct strand to UK planning discourse. Initiated by the 2004 Egan Report (2004), the skills agenda has focussed attention on enhancing the capacity of professionals, political leaders and the community to sustainable communities, now the leitmotif of UK planning practice. As envisaged by Egan, skills for sustainable communities include both the technical, specialised skills of built environment professionals and generic skills, such as leadership, negotiation that are required by all those engaged in spatial planning. These debates have not strongly engaged issues of diversity and inclusion, despite being central to most notions of sustainable communities and the deepening of cultural fissures in the UK in the light of threats from international terrorism.

This paper outlines the wider skills debate, discusses its provenance and reflects on how it is shaping the discourse on capacity building in UK planning. It will then focus on how issues of diversity and inclusion have been incorporated in this discourse. This will particularly draw on the experience of Northern Ireland, which, over the last thirty years, has invested heavily in attempting to manage the interplay of ethnicity, exclusion and place. Drawing on a series of case studies, interviews and a survey of Northern Irish community organisations, the paper will highlight the opportunities for policy transfer from Northern Ireland for developing skills for diversity and inclusion and, conversely, reflect on how focussing on broader notions of sustainable communities could help consolidate the process of reconciliation within Northern Ireland.

[12]
SPONTANEITY AND PLANNED INTERVENTION AT AN IMMIGRANTS' LEISURE SPACE – THE SÃO CRISTÓVÃO MARKET, RIO DE JANEIRO, BRAZIL

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During the 1940s, coming from the Northeast with the hope of finding a job and improving their livelihood, waves of immigrants disembarked from trucks and buses in Rio de Janeiro, at the São Cristóvão Square, in an industrial neighborhood next to downtown. In the surrounds of the large square service firms burgeoned as vehicle repair shops, stores, cheap hotels, and restaurants. Informal labor brokers put the newly arrived on the way to the building sites of the post-war real estate expansion in the rich southern part of the city.

The migrants also gave birth to a street market where vegetables, fruits, spices and other products, including long playing discs from the Northeast and North, could be bought. On Saturdays and Sundays the area became a space of encounters, sociability, and integration of the Northeasterners among themselves and with the city.

Stands and improvised tents offering regional dishes, music, and literatura de cordel (traditional little books written by popular poets) created a social-cultural and morphological space which helped many to remember their hometown open-air markets. As time went by, the Feira (market) de São Cristóvão, also called Feira dos Nordestinos (people from the Northeast) begun to involve other social segments of the urban society, becoming a tourist attraction, for its originality and cultural, gastronomic, and musical vitality.

In 1966 a pavilion, built to host the International Trade and Industry Exposition, occupied the center of the large square. In the 1970s, expressways connected the area with the south zone the city. These interventions reshaped the landscape and uses of the neighborhood. Nevertheless the market survived and continued extending its popularity among immigrants, Rio de Janeiro's inhabitants, and tourists, spreading its stands and tents along the pavilion.

In 2003 came anew and decisive intervention: the Municipality, after hard negotiations with the market association, decided to build new stands inside the reformed pavilion and to forbid all activities outside it.

Building on evidence from ethnographic field work, the paper focuses on the sociability and cultural practices of the market habitués and seeks to identify the views about the market's evolution of stands' owners, musicians and customers. Particularly, the paper addresses the ways these different groups compare the top-down, planned interventions, with the well-rooted spontaneity celebrated by the the market's myth of origin. Also, the paper discusses whether gender, ethnic, and age specificities play any role in the way the interventions are evaluated.

[13]
DIVERSITY MANAGEMENT IN SPATIAL DEVELOPMENT: A "NEW" APPROACH OR JUST CHANGING THE PERSPECTIVE IN AUSTRIA'S PLANNING PRACTICE

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In 1999 the European Union (EU) declared gender mainstreaming as a main goal of their politics and implemented it in their funding politics. By co-financing spatial development projects this started to

influence planning practice in Austria. But history showed that taking into account the gender perspectives is far off mainstream. Women's contribution to spatial development is significant, but they are a minority in decision-making and planning so their influence is limited.

Basically diversity issues in planning are manifold and should be taken into account in all actions. The question is how to implement the cross-sectional matter of diversity management in planning and decision making as there is no universal recipe for implementation. The principle of "mainstreaming", which consists of taking systematic account of the differences between the conditions, situations and society has to be applied in all policies and actions.

Achieving equality in spatial development will take some effort. The society should continue to initiate activities to empower divers groups to become active in the socio-economic development (e. g. by participation, projects, expertise and assistance). Some projects in Austria showed how gender mainstreaming and diversity management can work in practice, by identifying fields for intervention and developing implementation strategies. Examples can be found on the regional planning level by implementing a project manager for gender mainstreaming in the Lungau or the project "GEKO – gender sensible cooperation" in the EUREGIO Weinviertel-South Moravia-West Slovakia, but also in local planning activities where divers requirements were specially considered within the master plan for the city development project on the "Flugfeld Aspern". A sustained effort by integrating equal opportunities into spatial development will bring major benefits not only to lives of individuals, but also to the viability and sustainability of local economies and communities throughout Europe.

Concluding the integration of diversity management in spatial development is no new approach in planning, but nevertheless it changed the perspective of development policies in Austria. To ensure endogenous development, planners, stakeholders and decision-makers have to observe the different needs and expectations of people to secure equality in all their concepts and policies.

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[14]
MULTICULTURAL PLANNING AND DIVERSITY MANAGEMENT: A RETURN TO THE PLANNING EXPERT?
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The turn of the 21st century saw an influx of normative and empirical literature that explored the implications of immigration and increasing cultural diversity for planning theory and practice. Building upon the differentialist movement in the social sciences (Mitchell 2004), academics in several immigrant-receiving countries have strongly endorsed a multicultural approach to planning through professional understanding and consideration of cultural difference (Fenster 1996; Myers, Baer et al. 1996; Qadeer 1997; Thomas 1997; Sandercock 1998; Khakee, Somma et al. 1999; Burayidi 2000; Thomas 2000; Khamaisi and Shmueli 2001; Neill, Schwedler et al. 2001; Burayidi 2003; Sandercock 2003; Thompson 2003). However,

while several scholars have put forth a highly relevant set of guiding principles for multicultural planning, few have directly confronted its complexities and contradictions. This paper presents study results that both support and contradict the basic tenets of multicultural planning. The study investigated the place of worship development experiences of 30 different Buddhist, Christian, Hindu, Muslim and Sikh religious communities in three cities of the Greater Toronto Area, through semi-structured interviews, participant observation and policy analysis. Intentionally provocative, the paper advocates the return of the land use planning expert in multicultural planning.

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[15]

MAPPING CHINESENESS IN SINGAPORE'S SPATIAL PLANNING: A CASE STUDY OF THE NEW MAJESTIC HOTEL

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The Singapore government has embarked on a nationality-building physical urban textuality in both the conservation of old shophouses in Chinatown and construction of a boutique hotel. It has proclaimed a contemporary Chineseness overwriting the Chinatown landscape with creative economy. This paper complements the nascent Asian creative industry discourses by taking a different route from that of the simple success stories of commonwealth countries. It attempts to contextualize Singapore's creative industry within larger contemporary urban processes that reflect Chinese identity building and to assess the efficacy of the spatial cultural layering strategy of Singapore's urban planning authority. By examining different interests in the design process and operation of the New Majestic

Hotel in the conserved Chinatown area, I highlight the complexity of the planning process that brought together small business owners, architects, interior designers, historic conservationists, and city planners in the cultural mapping of the urban fabric. This reveals that the two types of planning efforts in conservation and cultural industry failed to reconcile and resulted in a perplexing palimpsest in Chinatown's urban fabric, leaving its sense of place ethnically undefined and capital-driven. This study may contribute to a new creative industry strategy for the construction of new and abstract aesthetics in the built environment within Asian ethnic or cultural constraints, social identities, and symbolism by recognizing complicated spatial-cultural mechanisms.

[16]

POSTER: GENDER BUDGETING AND ACHIEVEMENT OF STRATEGIC PRIORITIES

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This paper analyzes a potential for gender budget initiatives to help local governments in planning and implementing successful local development strategies. The analysis will be conducted on the case of the Town of Benkovac, a small underdeveloped town in Southern Croatia that aims to recover local economy destroyed in the recent war (1991-1995) mainly by using public resources. The main hypothesis of the paper is subsumed in the following questions: (i) «In what extent can local level gender responsive budgeting be successful at achieving transparent, rational, and efficient allocation of public resources as well as a more effective implementation of the gender equity principle with a considerable economic growth as the final outcome?»; (ii) «In what extent can local development planning improve the quality of public spending and ensure fiscal attention to women?». In order to answer these questions, this paper will focus on the strategic goal of "creating conditions for a permanent stay of young professionals by adjusting scholarship schemes to the needs of local economy", defined in the "Strategic Development Program of the Town of Benkovac", and the potential of gender budgeting in achieving that goal. Furthermore, this paper will provide a thorough analysis of the "Strategic Development Program of the Town of Benkovac", budget of the Town of Benkovac for the 2006-2008 period, and more detailed scholarship schemes, with a special attention to their relevance to the lives of men and women by using the SMART analytical tool (Simple Method to Assess the Relevance of Policies to Gender). Moreover, by using the method of Gender Impact Assessment, it will also provide a simulation of the local gender responsive budget that aims to bridge the gender gap and reduce female poverty in achieving strategic priorities of creating incentives for the development of modernized agriculture, tourism, and educated local administration. The results presented in this paper will serve as a good example for other towns in Croatia by providing a detailed insight in advantages and disadvantages of gender budgeting and its relation to a successful achievement of strategic goals and priorities, especially since the practice of gender budgeting has not been introduced in the country.

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[17]
URBANISATION AND THE UN-GENDERING OF INHERITANCE RIGHTS: THE CASE OF TLOKWENG VILLAGE, BOTSWANA

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The purpose of this paper is to highlight the role played by urbanisation processes in the redefinition of interstate property inheritance rights. Traditionally, customary laws on property inheritance among most tribes in Botswana and elsewhere in Africa were both patrilineal and patrimonial - that is, they privileged sons and excluded daughters regardless of their age and marital status. When a man died his properties were shared among his sons, if any, or inherited by his father, brother or any other male relative if he died without a male issue. Widows and daughters could only inherit, access and use properties indirectly through their fathers, husbands, sons or male agnates.

However, based on experiences and expectations of adults and teenagers interviewed in the peri-urban village of Tlokweng, it appears that contemporary customary practices are more inclusive of both daughters and sons. Some female respondents acknowledged having been privileged or given equal shares together with their brothers while the majority of parents interviewed were more inclined and willing to share their estate equally among all their children or to favour daughters over sons. Although the changes appear egalitarian, they are heavily contested by older women, young men and teenage boys for a variety of gendered generational interests.

The paper attributes the practical redefinition of customary inheritance rules in Tlokweng to urbanisation and the village's transformations - from a predominantly rural economy dependent on subsistence agriculture to a capitalist urban economy driven by market forces and wage employment. It concludes by noting that the urbanisation process has bridged the gender asset gap, empowered women and, consequently, created a platform for challenging and redefining customary inheritance rules.

[18]
CITY PLANNING AND ANTI-IMMIGRANT POLITICS
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In keeping with the conference theme of "Bridging the Divide: Celebrating the City" this paper explores racial and ethnic divisions within a city, and specifically how one city facing a rapid increase in its immigrant population has attempted to use city planning regulations to control this growth. Escondido, California is located 40 miles from the U.S. Mexico border and within the trans-San Diego/Tijuana metropolis (Rubin-Kurtzman et al.). The city contains over 140,000 residents, many of whom are in the U.S. "illegally." Escondido is a gateway city for immigrants from Guatemala and Mexico in that it continually receives new flows of immigrants (Clark and Blue). During the 1970's the city built a plethora of apartment

complexes near the downtown core. Today, these apartments have become a source of relatively cheap rent in one of the highest cost housing markets in the country. At the same time as the recent immigrant population settles in the near-downtown apartment complexes, Escondido is redeveloping its downtown area by creating an arts complex and by bringing in more upscale restaurants, shops, a hotel, and urban-dweller oriented housing. The city council's response has been to try to discourage the immigrant population by first passing a rental ordinance in 2006 which requires landlords to check the legal status of their tenants. Within a short period of time of the passage of the rental ordinance, Escondido and surrounding communities' immigrant populations and supporters galvanized in protest over the ordinance. The city immediately faced a lawsuit filed by a coalition including the American Civil Liberties Union and the Mexican American Legal Defense Fund. By early 2007, the city council abandoned the ordinance, vowing to reenact it as soon as they could find a way to make the legal aspects more defensible in court. Meanwhile, the city council has recently proposed a restrictive neighborhood street parking ordinance targeted at multiple and extended immigrant family households. The central theme addressed here is the city's desire to reshape itself through use of planning tools such as rental and parking ordinances designed to discourage and keep immigrants out of the city's core. This case study describes a potent example of a city seeking to reshape itself through anti-immigrant policies and explores the possibilities of bridging the divide between city officials and the immigrant population (Harwood; Uyesugi and Shipley; Myers).

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[19]
DOCUMENTING CHANGES OF IMMIGRANT COMMUNITIES IN PARIS (1997-2006) IN THE USE AND CULTURAL APPROPRIATION OF PUBLIC SPACES
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This presentation builds from the author's previous conclusions and observations (1997) which examined how different ethnic groups modify or adapt to an existing environment in ways that reflect their cultural background. Looking at the North African community in Paris and in light of the recent civil unrests in the suburbs of Paris of 2005, this paper will document and compare three types of urban and suburban developments included in three different districts (Belleville, Goutte d'Or and Clichy-sous-Bois).

In 1997, the author identified by site observations, interviews, photographs and historical data changes in appropriation of spaces by the residents and the physical nature of those public spaces. The author concluded then, and nine years after those first observations, that in many cases, changes in the urban form and appropriation are initiated by the immigrant communities, and would be seen mostly on a certain physical and visual levels by the appropriation of the street.

For Belleville and Goutte-d'Or districts, the measure of success for cultural appropriation of space was also linked to the physical qualities and perceived social impact of the urban renewals projects implemented in the mid and early nineties which greatly affected the immigrant communities. The emergence of immigrants' identity, the need to 'feel at home', are crucial aspects for someone to act upon his/her physical and social environments. If there is no attachment or interaction with the host communities, there is no desire to make a place their own. However, in 2006, after revisiting the same areas, the author found different conclusions. Belleville, which was then full of North African immigrants, had now a completely different ethnic community (Asian) that dominated the urban landscape. The author also found very different conclusions for Goutte-d'Or (1997) and for Clichy-Sous-Bois (2006).

The author finds that the discrepancies between her conclusions of 1997 and observations in 2006 bring interesting questions in how we plan and understand change (in architecture and population); and how we determine the most important perspectives to facilitate cultural appropriation of the urban space. The author concludes with an open question of how one would measure the success for cultural appropriation (change of ethnic group) for these three districts in Paris, and how one may approach the role of planner and designer in such cases.

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[20]

DIVER-CITIES: TOWARDS THE INTEGRATION OF MULTIPLE IDENTITIES

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Diversity is a fundamental property of post-modern cities. In Latin America, urban planning did not consider it until recently. Today, there are few first approaches, but these are based on a partial vision of multiculturalism instead of dealing with it globally. The discovery of an identity requires differentiation and distinction among a group of similar cities on a certain level.

Globalisation, with its increasing importance, is the context of post-modern cities. A city itself contributes to finding the identities of racial, ethnic or other groups. The group's different identities may

cause spatial segregation and hence generate conflicts. How may cities emphasize their local urban identity through urban planning and architectural design? When it comes to urban planning and architecture, does globalisation create worldwide uniformity, or does it further emphasize unique qualities of cities and societies? The importance of diversity analysis is related to the recent globalisation trend. How may we assure sharing common values in multicultural contexts?

This paper focuses on an analysis of Mexico City. This metropolis is diverse and fragmented, both from social and spatial perspectives. The historic integration of urban ethnic (indigenous) population is still a challenge. I substantiate the argument that a set of authentic and concerted identities contributes to the attractiveness of the cities.

The indigenous population in this urban milieu appears contradictory. On the one hand, the indigene is valorised as a folklore or museum exhibit, most notably in certain monuments and archaeologies sites. On the other hand, socially and physically the indigenous is discriminated because he is "different", poor and migrant. How did the institutions, for one, react to the demographic growth? For another, how did they contribute to the indigene integration? Who are the profiteers and who are the losers of urban growth?

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[21]

PLANNING, DIVERSITY AND GENDER JUSTICE: THE CENTRALITY OF REPRODUCTION, REDISTRIBUTION AND POLITICS

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The paper seeks to make a conceptual contribution to the understanding of the kind of diversity in planning which examines ethnicity in its intersection with unequal power relations of gender and class. It argues that it is important for planners to challenge monolithic and static notions of ethnicity and culture, and to create spaces in which counter movements struggling for justice within ethnic groups, for example, feminist groups, are recognised and actively involved. If it does not, planning may end up colluding with conservative and exploitative expressions of ethnicity. After almost 25 years of working with gender 'mainstreaming' in development policy and planning, I have seen how gender issues can be 'displaced' by a focus on cultural questions of ethnicity or by fundamentalist questions of religion. The paper responds to a perceived gap in both the literature on diversity in planning and the responses to social exclusion in planning practice. Starting with an analysis of reproduction, this paper demonstrates the centrality of gender relations in ethnicity. Based on the work of Young (1990, 1998), Fraser (1989, 1998) and Moore (1994) this will be linked to the distributional and political institutional dimensions of social justice, and the implications for planning and 'managing our co-existence in shared space' (Healey, 1997:3; Sandercock, 2000). The

paper will draw on theoretical and methodological debates in the fields of planning, anthropology, cultural studies and political science. It will also draw on international examples of practice, based on my experience and those of my colleagues working in the gender, planning and development fields.

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[22]

DIVERSITY IN THE CITY: NEW PLANNING CHALLENGES IN INNER URBAN AREAS OF SOUTHERN ITALY

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If we look at the demographic changes in the largest cities in Southern Italy (eg. Naples and Palermo), the most relevant trend is a balance between population growth and decline, affecting in particular inner urban areas (historic centres and other inner areas which were developed in the last century). The principal population movements and changes are: 1. an increasingly ageing population; 2. changes in family structure (the rising of mono-nuclear family groups or, on the other side, "extended" families); 3. immigration. The presence of migrants in our cities represents a recent as well as very relevant change.

As it applies to the rest of Italy, also in our cities official estimates of this phenomenon are partial and only describe some aspects of the complex reality of immigrants having lawful residence permit. Another peculiar element in Southern Italian cities is the predominance of new ethnic inhabitants in inner urban areas. The number of people living transitorily and informally is quite modest with respect to this "new ethnic geography" in such cities as Milan, Florence, and Rome. Multiple factors ranging from a high level of tolerance, light control and law enforcement, widespread conditions of decay and depopulation favoured a rapid and far-reaching settlement yet with strong forms of social marginality and exclusion. However, the settlement of new inhabitants has not yet given birth to real ethnic districts, as in case of concentration and ghettoisation.

If considering the demographic structure of the residing population, the historic centres and other inner urban areas have today various elements of singularity as a consequence of diverse and in a way contradictory processes, some of which have started quite recently while some others have been going over much a longer period of time. In this regard the theme of the identity of the city acquires new, further significance, both in terms of the variation in the identity expressed by the city with its new ('different') inhabitants, and from

the point of view (opposing and complementary) of the recognition of the urban spaces by ethnic immigrant groups. This recognition does not have individuals as its exclusive object but also the spaces and forms of the city, "negotiating", in the city spaces, "different" forms of interaction and co-habitation. On the other side, the emotional and identity-laden landscape changes as well: fear and insecurity are the most evident signs.

After having described these new demographic changes, the paper will include some considerations on the "institutional" landscape of planning and the related policies. According to the above described changes and to more general data (population movements), in our cities the new planning approaches and the related initiatives move towards a sort of "sustainable" approach: growth is no more a relevant issue and more attention/interests are towards "inner" transformations (historic centres, regeneration of inner declining areas). Nevertheless, recent planning policies do not entirely consider some implications of the above described demographic (and social) changes. According to this, those planning policies which can be described as "sustainable" do not consider social sustainability (that is, social inclusion). The paper will use some analyses of the distribution/characteristics of housing problems as elements of discussions of the changes/problems in urban social structure. Such considerations are not simply a matter of updating or revising conventional approaches but rather a radical rethinking of public planning policies.

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[23]

POSTER: AN ENVIRONMENTAL JUSTICE ANALYSIS: SUPERFUND SITES AND SURROUNDING COMMUNITIES IN ILLINOIS

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Is there an association between Superfund sites and the socioeconomic makeup of the surrounding communities? This research analyzes the current economic and racial demographics of Illinois counties that contain Superfund sites. Specifically, variables that are indicators of environmental injustice are analyzed; e.g. race, income, and home ownership. Since the inception of the environmental justice movement in the late 1980s, studies have been conducted nationally and at state levels in Michigan, California, Ohio, Florida, Texas, and South Carolina (i.e. Cutter 2006; Mohai & Saha 2006; Pastor et al. 2004; Anderton et al. 1997; Bevc et al. 2007; Bowen et al. 1995). However, environmental justice research specific to the state of Illinois is largely unexplored. Particularly, this research will better identify environmental disparities in rural Illinois counties that have little or no minority population. Additionally, this research adopts a distance-based spatial analysis approach in an attempt to

achieve results more precise than previous unit-hazard coincidence analysis methods (Mohai & Saha 2006).

Areal apportionment methodology is used to analyze demographic data from the 2000 U.S. Census Summary Files (SF3 and SF1) for the impacted counties in Illinois. This research uses ArcView GIS™ (Version 9.2) to create buffer zones of one-, two-, five-, and ten-miles centered on X, Y coordinates obtained from the U.S. Environmental Protection Agency. These uniform neighborhoods are used to determine percentages of race, income, and housing ownership within these radii. The results are then compared to percentages calculated from the remainder of the county population to establish foremost, if environmental injustice criteria are met and subsequently, examine how social and racial demographics within the buffer zone vary with respect to the distance from the Superfund site.

This research yields essential data for urban and community planners within Illinois. First, this research identifies areas of environmental inequality to be targeted for future amelioration. Secondly, this research better characterizes the relationship between environmental hazards and surrounding communities, both urban and rural. Thirdly, this research will enable city planners to site future environmental hazards judiciously. Lastly, this research is a stepping-stone toward a more detailed longitudinal study of environmental justice in Illinois.

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[24] AN ENVIRONMENTAL JUSTICE ANALYSIS: SUPERFUND SITES AND THE SURROUNDING COMMUNITIES IN ILLINOIS

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[25] RE-EXAMINING WOMEN'S AGENCY IN SPACE: USING A GENDER SPATIAL ANALYSIS TO UNDERSTAND WOMEN'S AUTONOMOUS POSITION IN PUBLIC AND PRIVATE SPACE

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The increase of productive work of women has improved women's social position in many cities. Likewise in Bangkok, Thai traditional gender roles and relations of women as a back leg of the elephant has been challenged by the increasing productive role of women in both informal and formal sectors. However, Thai cultural and traditional view of gender roles and relations still has an implication for women's and men's unequal social position in public and private space. Within the public space, women's and men's spatial trajectories of their daily mobility from home to work reflect their unequal incomes and access to family resources which also relates to their different types of work. Within the households or private space, they typically have different spatial needs, priorities and interests. They have to negotiate to pursue their roles and interests and their strategic outcomes are, in fact, differently affected by spatial planning interventions.

Traditionally, it has been argued that women's movements in public space are constrained by the ideological and traditional claim that women's space is confined to the private domain of reproductive work, whereas men's space is in the public domain of productive work. This paper is aimed to re-examine the concept of women's agency in space by raising the question of how planning can increase women's social position, in this case, women's autonomous position in the households. In so doing, the discussion is not only to investigate women's and men's spatial mobility patterns, but also moving forward to use planning as a mean to transform and/or improve gender relations in the household. In other words, to transform gender relations is beyond a simple resort determined by only existing spatial constraints. I hypothesises that mobility of working women in public space is an important dimension to the understanding of the material and non-material aspects of women's agency in three ways which are, in return, important to urban planning and development. The first one is the pattern of working women's mobility is an indication of the extent to which traditional gender roles are shared between women and men, an indication of women's agency. The second one is the ability of working women to decide and control their movement in public space without mediation from other household members is an indicator of the extent of their agency. The last one is the movement in public space opens up access to opportunities which are important to working women's material and non-material aspect of agency. The methodology is two folds. Quantitative analysis from structured questionnaires is used to attain mobility patterns and qualitative analysis of semi-structure interview is used to understand household decision-making and women's opportunities.

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[26]

PRECARIOUS JOBS, VULNERABLE WORKERS, AND MIGRANT CIVIL SOCIETY

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Transformations in urban economies are leading to the growth of jobs where labor and employment laws are routinely violated. Sometimes called the "informal economy," workers in these jobs are subject to harsh conditions, low wages, and hazardous work sites. Many of these workers are migrants who are in a weak position to make demands on their employers or to request government assistance. Instead, workers often turn to nonprofit organizations, which play the role of the "shadow state" (Wolch 1990), assisting workers with various social, economic, and political issues (Cordero-Guzman 2005). An emergent "migrant civil society" (see Fox and Rivera-Salgado 2004) has been on the forefront of mediating the local conflicts that have been generated by renewed mass migration to US cities. This paper explores the role of migrant civil society organizations in Chicago, as they attempt to forge responses to the problems facing both workers and employers in the informal economy. I argue that these organizations have become integral to the informal economy, partially and temporarily resolving the conflicts that characterize this segment of the labor market. This theoretical insight has implications for both the literature on the informal economy and on nonprofits. I illustrate the theoretical concepts with two in-depth case studies of nonprofit organizations in Chicago, where I conducted participant observation and semi-structured interviews with both clients and staff. Urban planners and policy makers should understand how community groups respond to changing economic and social conditions, given the importance of these organizations in implementing policies and programs. I will make policy suggestions as to how planners can support the efforts of such groups, in terms of capacity building, resource development, and staff development.

The research is drawn from a dissertation that is nearing completion. The author's dissertation advisor is Nik Theodore (Theodore@uic.edu).

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[27]

MAKING AGE VISIBLE: PLANNING FOR AN AGING POPULATION

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North American populations are aging, yet the issues and challenges faced by older adults remain largely unaccounted for in planning processes. In planning literature, issues of difference, particularly

related to gender, race, culture and income are now commonly addressed (Sandercock 1998, Rahder and Milgrom 2004), issues of age are still largely ignored (although there are some like Howe 1992 and a growing number in related fields, see Andrews and Phillips 2005 and Rodiek and Schwarz 2006). This paper examines this invisibility in the specific case of Winnipeg MB and through a Community University Research Alliance (CURA) titled "Age-Friendly Communities, Active Aging Alliance" that is building on World Health Organization's initiatives (WHO 2002; 2006). The paper explores how the profile of age-related issues might be raised in the coming years, particularly during the upcoming review of the Winnipeg's official plan.

Winnipeg is a slow-growth city, but one whose urban footprint continues to expand at a rate almost ten times that of population increases (Kenworthy and Laube 2000). This has created a car-friendly environment, mono-functional land uses, few choices in housing types, and inefficient public transit. Despite the limited population growth, the city continues to encourage and approve large new suburban developments on the fringes of the urban area, developments that lack amenities within walking distances, and in fact often lack even safe walking environments. This pattern has robbed the centre of the city of its affluent communities, services and shops, leaving a population that is disproportionately weighted to both ends of the age spectrum, but lacking the amenities that they require for a good quality of life.

The paper first documents the degree to which age has been addressed in current and recent planning initiatives. This is accomplished through a review of the public records of the processes, and interviews with municipal planners involved in the processes. We examine Plan Winnipeg (the official plan), revisions to the City's zoning bylaws, approvals processes for major new suburban neighbourhoods, and secondary plans for existing neighbourhoods

The second section of the paper draws on a series of interviews with the community partners in the CURA, a range of seniors' organizations, government departments and service providers. Questions in these interviews address the awareness of the organizations regarding planning processes, how relevance they see between healthy aging and planning, and the degree to which they have been engaged in recent Winnipeg planning initiatives.

Finally, the paper suggests how age concerns can be raised in future planning processes – including the up coming review of the Plan Winnipeg. This draws on ideas of participatory planning and community organizing, and a focus group held with key members and partners in the CURA project.

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[28]

EVALUATING ENVIRONMENTAL JUSTICE IN PLANNING ANALYSIS

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While accounting for social fairness has been a principle in planning for some time, we have yet to develop understandable and acceptable ways of accomplishing this. The task is to design analysis that can be used to evaluate whether low-income and minority people are disproportionately adversely impacted by current environmental conditions, or by planning proposals. Since people involved in decision making are more responsive to those things that can be measured, analytical methods that creditably account for environmental justice can contribute to this becoming a routine part of the planning process.

The question that this paper addresses is: how can we measure the social equity implications of alternatives in planning evaluation and thus improve the way in which this issue is addressed in planning practice? The approach used in this paper first looks at the research literature on alternative ways of measuring the social distributional effects of plan and policy options, and secondly critically assesses a couple of cases in which this is undertaken.

Much of the research literature is recent, and is connected with Executive Order 12898 that required all federal agencies to assess the environmental justice implications of all actions considered by these agencies, and further required reducing and mitigating those negative impacts that fall disproportionately on the less fortunate. Even though the current national administration has worked to weaken these requirements, this 1994 Executive Order has not been reversed, and since its adoption federal agencies and a number of researchers have investigated ways to carry it out.

The second step in the strategy used in this paper focuses on two specific and different efforts to account for the environmental justice implications of major projects. One case involves the routing of a light rail transit system through several communities. The other assesses the design alternatives for replacing a major elevated highway, along the downtown waterfront of Seattle that was damaged by a recent earthquake. Both of these examples involve some federal governmental funding. These cases are selected in the same community to gain contextual comparability, and because they represent in one case a quantitative and the other a qualitative strategy for evaluating environmental justice. Lessons drawn from assessing these two cases include problems with data sources, the need to deal with interactions between environmental impacts as they affect nearby populations, validity problems with measures, and effective ways to communicate with and involve various stakeholder groups. These cases also represent examples of how evaluating

social fairness of alternatives can become part of conventional planning processes.

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[29]

(RE)IMAGINING THE COLLECTIVE ACTION: WOMEN, INCLUSION AND URBAN EXPERIENCE

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Whether considered as a rhetoric, or a missed goal in managing the diversity and the increasing injustice characterizing our fragmented cities, 'inclusion' remains one of the arguments used by collaborative/deliberative planners to justify both its being open to difference and its recurring failures in making a difference. In this paper I argue that the failure of collaborative/deliberative planning is based on its ethical/conceptual framework which exclude diversity by excluding patterns of interaction different from communication and dialogue but embedding experience and experimentation.

In the first part of this paper I review the ideal of communication/inclusion from a feminist perspective and highlight some of its theoretical justification to women emancipation. Then I focus on some women's participative episodes in which I was involved as a researcher and activist. These practices show the attempt of marginalised group of women to reconceptualize collective action. They do not nor do they want to be seen as movements or networks. Their action is multidimensional, changing, localized, autonomous, invisible, performative, temporary and yet played in the everyday and focused on concept of right and equality. Rather than engaging in vague discourses and dialogues these women produce new theories of interaction and urban change while altered the normalized ethic/forms of participation by experimenting and experiencing the collective and the challenges of its organization in a fragmented society.

Finally I argue that, since their collective action cannot be easily assimilated to what is considered the proper action in a communicative/deliberative planning perspective it is excluded as a practice contributing to the production of a more just city. Nevertheless, these women's experiments are part of a new

circulating experience of the urban space, which even imperceptibly and transform the neoliberal city.

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[30]

NIGHT IN THE CITY; A DIFFERENT LOOK IN TOWN PLANNING

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In this paper is analysed the use of central places of Lisbon by different ethnic groups during the 24 hours of the day.

It is presented as the first approaches of a project about night and town planning. Considering that cities are in general planned to the use during the day, with new way of living, new technologies and new groups in town all of it is changing.

Lisbon only in last decade fill this changes in a very strong way because received new groups like east Europeans and Brazilians that never before had arrived, and the traditional immigrants from ex colonies have new visibility and the TIC are used. Centrality has been different since long time to different social-economic groups and this research want to establish the centralities to the new immigrants in the activities during the day and by night. It is considered the TIC as a technology which can make the difference; at same time the way of living in city is changing and planning and planning education must adapt himself to this new approaches.

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[31]

UNINTENDED CONSEQUENCES OF LOCAL IMMIGRATION POLICIES

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Although some research exists regarding unintended consequences of immigration policies at the Federal level in the U.S., there is very little scholarly research on the effects of local immigration policies. Using data collected from face-to-face interviews with key informants, focus groups of Latinos, and secondary data sources (e.g. U.S. Census Data and local crime data), this study examines the unexpected and unintended consequences of local immigration policies North Carolina. The types of immigration policies adopted by local jurisdictions throughout North Carolina can be classified into

four categories: 1) English-only; 2) Employer and landlord sanctions; 3) Denying benefits and services; and 4) training local law enforcement to check immigration status (referred to as the 287g Program). The main motivation of the first three policies is to push out existing residents that are undocumented, as well as, to discourage future settlement of undocumented immigrants. A second motivation is to save taxpayer monies that are purportedly spent on benefits and services to undocumented immigrants. Localities that are training their local law enforcement to check for immigration status report that they want to empower police and sheriff to better identify criminals among the undocumented immigrant population, thereby reducing the number of crimes committed by these individuals and reducing overall law enforcement costs. Preliminary findings from interviews and focus groups suggests that local immigration policies may not significantly reduce rates of undocumented immigration, but instead may have unintended consequences that pose greater problems and costs for local jurisdictions. Among these unintended consequences are factors, such as increasing numbers of hate crimes committed against minorities, higher unemployment, growing rates of unreported crimes within the immigrant population, a reduction in spending among immigrants, and a lack of investment in the community in general.

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[32]
32+1 OPEN SPACE STRATEGIES: METHODS TO IDENTIFY AND REDRESS CONTEMPORARY CITY DIFFERENCES
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The contemporary city is characterised by a veritable archipelago of inhabitant, including minority ethnic group.

If our final aims is the right for inhabitant to actively participate at the citizenship (equal civil, economic and social right) we need to preserve different cultural and ethnical traditions.

In London the 32+1 Boroughs are testing methods to analyse the demand of this archipelago, starting from urban green space design.

The investigation field is supplied by the different open space strategies written by each Borough giving a specific view on inhabitant differences (population, percentage of minority ethnic group, lack of deprivation, different religion, open space deficiency and standard,).

The English case of study demonstrate how urban green space become again first experimentation place to identify and redress contemporary city differences.

[33]
WHO WILL LIVE HERE? PLANNING AND DEVELOPMENT PERSPECTIVES ON DIVERSITY IN A NEW URBANISM COMMUNITY

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Talen (2006: 236) notes that place diversity is "a normative goal in city planning", often promoted as a means to achieve social diversity. As a community design movement, new urbanism strongly advocates place diversity: designers argue that mixing housing types and land uses at a fine grain will provide opportunities for a range of household types, sizes and incomes to find homes within a place (Duany et al, 2000). Municipal plans and policies in many nations have adopted principles to encourage diversity in new developments (Grant, 2006).

The proposed paper will examine efforts to promote diversity through explicit adoption of new urbanism principles in a Canadian municipality. The town of Markham, Ontario, has applied new urbanism principles since the mid-1990s. Previous studies have assessed Markham's success in meeting new urbanism objectives associated with density (Gordon and Vipond, 2005; Skaburskis, 2006) and with environmental protection (Gordon and Tamminga, 2002). This paper explores the diversity objectives in Markham's policies to establish a frame of reference for evaluating development practice in the community.

Our research employs a mix of methods to investigate the way in which diversity is socially constructed in Markham. Policy analysis of planning documents, field studies of neighbourhood form, interviews with respondents in Markham, and analysis of advertising strategies employed by builders and developers selling homes in Markham help us to evaluate the extent to which diversity objectives are being met.

We find that although planners remain strongly committed to diversity and seek to implement it through zoning strategies that encourage mixed use, home builders reinforce stereotypes of homogeneity in their advertising (Perrott, 2007). While some of the design elements of new urbanism (like porches and picket fences) inform the image of the community packaged for prospective residents, the social objectives (like diversity) are not publicly disseminated. The research offers insight into the mechanisms by which the visionary objectives of community design paradigms are muted by the practices of the development industry.

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[34]

BRIDGING THE DIVIDE: WHO PLANS AFFECTS WHAT IS PLANNED

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The presentation will present the findings of an online survey questionnaire to assess the different experiences of women and men in the planning profession and to assess what skills are needed to address planning for diversity in the context of bridging the divide. This survey provides a unique opportunity to gain information about the position and experience of women and men working in planning and to assess whether and to what extent there is evidence of discrimination relating to gender, race, disability or age. This provides a benchmark for future surveys and is the first such comprehensive survey on these topics. The populations to be surveyed are planning professions, both practitioners and academics, not only in the United States, but also internationally. This will provide an international comparison between planners in the US and the UK with the prospect of opening the survey up further to European networks, Canadian Institute of Planners, and Icelandic planners. A second stage will be to survey planners in Eastern Europe and South America. Phase One of the survey, USA data, was presented at the 2006 World Planning School Congress in Mexico City. Phase Two of the survey, UK data and comparison with USA data, is what will be presented at the 2008 ACSP/AESOP Joint Congress.

Description of how the proposal relates to conference theme:
Bridging the divide: Celebrating the city.

Who does planning affects what is planned. Yet there is little empirical material about the actual experiences of planners, in the profession in the US and the UK, Europe and beyond; whether they have experienced discrimination and whether they have been adequately trained to undertake planning in a diverse world. This study aims to fill important gaps in our current knowledge. Further, this study aims to explore correlations between the dominance of males, particularly white males, in the field of planning and the resultant way plans are constructed and implemented, thus how cities function. We argue that this domination results in planning that skews toward male, white male, decision making and problem solving and unintentionally hinder "bridging the divide."

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[35]

PLURAL PATHS FOR INTERWEAVING DIVERSITY IN PALERMO

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The most recent ethnic movements and cultural contacts are modifying the city nature all over the world, and in these years even the most fringe European areas are witnessing an increase in cultural and social mixité. Currently we can assert that the city is not an

unitary system any more, but is composed of multiple (often non-homogeneous) groups which express new forms and demands of space use. In this context of fast changes, the various ethnic groups coming to European cities are not the only stakeholders of diversity. There are also cultural groups which have remained separate until now, each one rooted in a restricted part of the city, according to models that are obsolete nowadays. Today, these groups meet and discuss, sometimes even clash, and help creating new geographies of cultural contacts. Our presentation aims at showing that even in Palermo, a city that has long been considered marginal with respect to the most important economic flows, and even more in its peripheral areas, far from the dynamics of its core, a new dimension is unveiling. Both geography and planning are urged to try conversational processes which may take profit of the knowledge and multiple points of view of the local communities (usually not entitled to their citizenship rights). This communicative approach should avoid curbing the differences in homogeneous categories, or imposing solutions of social integration, by confusing equality with assimilation. In this approach, plural groups, geographers and planners are entirely embedded in a political process of mutual social learning and ethical distribution of opportunities, contributing to the emancipation and to the political regeneration of local communities.

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[36]

THE ETHICS OF YOUTH-ADULT COLLABORATIVE METHODS IN PLANNING

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The paper explores the ethical considerations of carrying out youth-adult collaborative methods in a community setting. Critical questions emerge: (1) how do we reconcile the duality of planner/planning as practice and planner/planning as scholarship when working with a 'vulnerable population' such as children and youth; (2) is there an ethical construction of children and youth as localized planners and neighborhood ethnographers; (3) can youth-adult collaborations bring about equality? Significant efforts have been made to advance the scholarship and strategies for participatory research and integrative planning practices, unfortunately, the youth perspective on community projects remains undervalued while youth research collaborations continue to be undertheorized and undertested (Kirshner & O'Donoghue 2001). Recent inter-disciplinary theories on social and political agency emphasize capacity, contributions, and rights of youth to actively engage in local collaborative decision making (Katz 2004). The opportunity for collaborative exchange and learning through action-oriented strategies could provide a richer understanding of the everyday conditions and experiences. Social Action Research (SAR), for example, describes participatory and developmental research principles and processes deeply rooted in social justice, which locates participants in positions of leadership and collaborative decision-making. For this reason, SAR could provide an optimal framework in which to operationalize youth-adult collaborations. But the methods and methodologies underlying such principles highlight concerns over their realization in everyday

community settings in contrast to their conceptualization in scholarship. Nonetheless, the sustained marginalization of youth from community planning and local decision-making due to developmental prejudices, stemming from concerns that young people lack deliberative and problem-solving capacity, or due to lack of collaborative strategies hinders the possibility for unique inter-generational social exchange. Ultimately, such marginalization can engender a toxic culture of non-participation. Thus, to limit or undervalue the contributions of young people in everyday life is to deny youth their rights and identities as citizens, localized planners and neighborhood ethnographers. This paper will draw from literatures from diverse disciplines in order to address the questions arising from the application of youth-adult collaboration methods.

My doctoral work builds upon the networks established and findings reported in *Urban Youth Programs in America: A Study of Youth, Community, and Social Justice* Conducted for the Ford Foundation (Sutton, et al, 2006), a 2.5- year investigation on justice-oriented, community-based youth programs. The proposed paper is a significant component to my dissertation research and is part of my human subjects application. Eventually, this paper will be extended into a dissertation chapter.

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[37]

HOW CAN EQUALITY IMPACT ASSESSMENTS PROMOTE EQUALITY?

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It is generally recognised that environmental, economic and social dimensions are key to sustainable development. Yet tools for analysing equality within and across each dimension in a practical way are not well developed integrated

In Scotland, the commitment to sustainability and to equality in all public policy is explicit and the transport acts and guidance set out requirements for equality to be duly considered as part of all public policy processes.

2007 saw the largest transport partnership authority in Scotland, Strathclyde Partnership for Transport, (SPT) undertake its first equality impact assessment of the emerging regional transport strategy. Learning from experience of both Greater London Authority and Northern Ireland's Equality Commission, SPT developed its own approach.

This paper reflects on the experience to date and raises important questions for the future, methodological and analytical. Using a process of participative reflection, involving interviews with key stakeholders following the publication of the Regional Transport Strategy and its approval by government, it sets out to critically reflect on the process and the content to identify future and information needs.

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[38]

FINDING OUR WAY: A JOURNEY FROM COLONISATION TO PARTNERSHIP IN NORTHERN BRITISH COLUMBIA
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This and a related paper by Giovanni Attili report on a film-based action research project with two First Nations bands in northern British Columbia, Canada. It is a work in progress.

Using a public education approach developed in our previous work (Attili and Sandercock 2007, Sandercock and Attili 2008), we are simultaneously doing research on and making a documentary film with and about the Burns Lake band and the Cheslatta Carrier Nation, two Carrier bands located in north central BC.

We have two overarching research questions. How can First Nations bands devastated by colonisation move beyond the resulting dysfunction and find their own ways towards social and economic development? And how can non-metropolitan communities that have been divided, indeed segregated, along Native/non-Native lines for more than a hundred years find their way towards reconciliation, reparation, and productive co-existence?

A third question involves the role of film in public education about these challenges.

The specific contemporary context is the community of Burns Lake, with a demography that is 50% Native, 50% non-Native, but where Native people will soon outnumber the non-Native settler society. The paper begins with a brief outline of the destruction of a precontact way of life by the three technologies of power embedded in colonisation: the Reserve system of Indian lands; the Indian Act of 1876; and the Residential School system. It then introduces our two case studies, with a brief history of the struggle between the Burns Lake band and the Village (municipality) of Burns Lake over the past

50 years, and the story of the eviction of the Cheslatta Carrier from their ancestral lands by a hydro-electric project. This is a story of the descent into social chaos experienced by both bands as a result of the cumulative effects of colonisation.

The main focus of the paper will be on the changes of the past decade, during which both bands have undertaken their own healing processes and simultaneously engaged in a social and economic rebuilding in the face of resistance from the white settler society in the region.

Examples of the shift towards collaborative planning and partnership in community based economic development will be discussed, such as a community forest and mill, cross-cultural health clinic, and a Gathering Place which hosts various forms of social and economic innovation. Potential explanations for this remarkable shift from racism to partnership will be explored.

The related presentation by Attili will explain how we are planning to use the documentary as the action research component of this multi-year research project.

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[39]

BIDDING ON URBANITY WITH BUSINESS IMPROVEMENT DISTRICTS:

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"The livable city," one that offers street-level, neighborhood life, cultural and ethnic diversity as well as a broad choice of entertainment venues and businesses, has become the catch-all phrase to encapsulate the vision of city life employed to attract a class of potential urbanites who are viewed as key to maintaining and bolstering the tax-bases of fiscally strapped city governments (Florida 2002, Kearns and Philo 1993). Harnessing this competitive advantage that cities have over their suburban neighbors requires cleaning up commercial spaces and marketing images free of deterioration (Florida 2002, Philo and Kearns 1993, Holcomb 1993). Business improvement districts (BID) have become a tool to secure perceptions of safety and attractiveness for new residents, businesses, and tourists and to stimulate reinvestment in urban retail and residential development. BIDs have become key actors in planning for and managing these efforts.

BIDs privilege the rights of commercial property owners in the governance of local districts and draw artificial boundaries between the residential and commercial life of neighborhoods. Thus, their uniform application, particularly, in ethnically and economically diverse urban neighborhoods, masks struggles over neighborhood boundaries, identities, property values and rents. The application of place-based economic development strategies, however, may mask struggles over neighborhood identity, boundaries, property values and rents. This is especially the case in economically and ethnically mixed neighborhoods, where multiple constituents and organizations— with differing levels of access to public decision-

making processes and resources – hold divergent conceptions of what constitutes acceptable urban aesthetics and use of streets, parks, and building stoops (Christopherson 1994, Kearns and Philo 1993). In such neighborhoods as commercial, residential and public spaces become commodified (Harvey 1994, 1987, Kearns and Philo 1993, Zukin 1995), it is often the case that constituents who are marginalized from the planning decision-making processes are the same people who face structural exclusion and are most vulnerable to the negative effects of gentrification (Thomas and Ritzdorf 1997). Nevertheless, it is often precisely the marketing of its “ethnic diversity” or of a particular cultural heritage on which a neighborhood’s revitalization strategy is built that may fall victim to gentrification and displacement. The following questions guide this paper:

- What interest-alignments underlie the wide-spread institution of place-making economic development strategies such as BIDs?
- For whom and by whom are these urban places produced?
- Whose visions of place are incorporated and whose are left out?

In order to address a specific lacuna in the literature on BIDs, this paper examines the BID establishment process that unfolded in one of the most ethnically and economically diverse areas in Washington, DC from a historical perspective. In investigating the historical production of Washington, DC’s urban space, I came to view BIDs as the latest manifestation in a trajectory of urban planning discourses, policies and practices implicated in producing DC’s fractured urban landscape. Thus, it became crucial to situate BIDs and their corresponding representations of space within the history of urban development as it has taken shape in DC. Inserting the examination of BIDs firmly in historical context sheds light on the interest alignments that support the formation of BIDs in the context of larger economic and political processes affecting urban governance (Imbroscio 1997). The research is designed as a nested case study based in the extended case method, elaborated by Burawoy (1991). This design places the neighborhood case study area within the context of a shift toward entrepreneurial city governance in DC, keeping in mind the historical layering of territorial struggles that shape DC’s geographic, social and political landscape (Harvey 2005).

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CHALLENGES OF UNEQUAL POWER DISTRIBUTION IN UNIVERSITY-COMMUNITY PARTNERSHIPS

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This paper examines power disparities based on structural inequality and life experiences of partners in a longstanding university-community partnership. The research is about the partnerships between the University of Illinois’ East St. Louis Action Research Project (ESLARP) and neighborhood-based groups in East St. Louis, Illinois; one of the nation’s oldest and best established community-university partnerships.

The city of East St. Louis is nearly all African American (98%) which raises many questions about structural inequality. The city was affected by the rise and falls of industry through war and depression, but ultimately the deindustrialization that occurred throughout the Eastern and Midwest regions of the United States in the 1950s and 60s put the city in severe financial and social distress. With the loss of businesses and residents, the city’s tax base steadily declined, forcing the city to eliminate all but its most essential services. While people with skills and opportunities followed jobs or moved to suburban areas outside the city, those who were financially unable to leave had few employment opportunities and failing social services. Despite the loss of its diverse population, the city is made up of distinct neighborhoods. Many of the neighborhoods are served by neighborhood organizations that have worked with ESLARP over the years.

My work discusses who participates (roles of partners), how this participation takes place (the process) and outcomes of the planning process (content of planning documents). The overarching purpose of the research is to examine to what extent even the best intentioned partnerships are able to be equitable and inclusive in more than token ways.

The research is based on the following data: Participant observation over a period of seven years, formal and informal interviews, and examination of documents produced in the neighborhood planning process and articles written by ESLARP faculty.

The study exposed weaknesses and opportunities for improvement in the participatory planning processes undertaken by ESLARP as it relates to power distribution between partners. More specifically the following was explored:

- The actual state of engagement of community partners in the university-community partnership
- How a participatory planning process is experienced by community partners
- Power relation between partners and internally in the community and ESLARP’s ability to assist in empowerment of organizations and individuals in our partner community
- Outcomes of lack of a conscious attention to gender in a participatory planning process

This research shows what parts of a well intentioned project actually succeeds in being participatory as defined by PAR (Participatory Action Research), and what parts remain problematic.

Intensive use of interviews with community activists combined with my participant observation as an active participant in the process of creating neighborhood plans began to look at the voices of community partners, examining, if the university faculty who recounts the experiences of partnership building, are interpreting the community side’s experiences correctly.

Finally, my research provides some evidence of the effect of not consciously addressing women's issues in the participatory planning process and this omissions impact on the final plans.

The findings from all these different analysis processes ties together and becomes the basis for recommendations centering on the following key themes:

1. Problems tied to lack of institutionalization of ESLARP's approach.
2. Effects of lack of organizing and education of resident partners.
3. Questions regarding ESLARP's ability to effect larger scale change.
4. Issues directly tied to power-over disparity between campus and community.

Following the discussion of these four themes I highlight questions for further research and briefly touch on important challenges I encountered as the researcher in this project, including difficulties of getting critical reflections from community partners who depend on the universities continue support and assistance.

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IMMIGRATION AS A PLANNING ISSUE: TOWARDS A COMPARATIVE FRAMEWORK FOR COMMUNITY DEVELOPMENT

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As immigration increasingly impacts cities and suburbs in the United States today, many planners are poorly prepared to address or even understand its impacts. The fragmented state of planning and diversity of migrants and migration patterns compound these challenges. This paper briefly reviews what we know and do not know about immigration's implications for planning, particularly community and economic development. It proposes an analytical and empirical framework for making sense of different migrations' local impacts and implications for community development. This paper is based on research on community development in Italian, Chinese, Puerto Rican, Indochinese, Eastern European, Korean, East and West African, Caribbean, Brazilian, and Mexican migrant and receiving communities in the Greater Philadelphia region, c.1960-present.

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[42]

POLITICS ON PARADE: A HISTORICAL STUDY OF SOUTH BOSTON'S ST. PATRICK'S DAY PARADE

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Cities are experiencing a large influx of new immigrants from all over the world and attempting to accommodate different ethnic groups who are competing for dominance in the same neighborhoods. For planners, using parades as tools to map neighborhood change and mediate conflict can open up new opportunities for addressing demographic shifts and the conflicts that can arise from them. They are particularly powerful because their primary purpose is celebratory and they can flexibly accommodate many competing meanings. This study demonstrates how parade histories can illuminate important political and social dynamics in neighborhoods. Parades provide a powerful window into the socio-spatial relationships that influence communities. They represent the spatial and visual traces of community and city politics. Conflicts that arise within and over a parade illuminate how the politics of community identity shift over time and how they are spatially situated. This paper builds on previous work linking celebratory events to city development. The study *Event Places* (Sabate, Frenchman, and Schuster 2004) provides an important foundation for the work by tracking the design and development roles of different types of events in a variety of cities. Rather than focus on parades' potential as economic engines, however, this study demonstrates the power of parades as a tool for planners to understand embedded social meanings in neighborhoods and to mediate historic shifts in ethnic identity. This study examines the history of the South Boston Evacuation Day-St. Patrick's Day parade to understand the spatial and social politics of the community's identity and development. The South Boston neighborhood of Boston, MA, is still known as for its strong ethnic Irish identity although its demographic history is more diverse. My research traces the shift whereby its Evacuation Day parade, begun in the nineteenth century, became known as the St. Patrick's Day parade in the twentieth century. It also shows how, with this shift in the

parade's identity, Irish identity became embedded in the spatial as well as the social fabric of the neighborhood as its Irish population gained political power in the city.

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[43]

SOCIAL MOVEMENT TOWARDS SPATIAL JUSTICE: CITIZENS AND THE CITY

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This paper investigates how social movements influence the codification of the built environment through an historical analysis of three case studies where civic codes emerged from a social movement to alter the urban landscape. Democratic society is kept in balance by three forces: the market, the government and the citizenry. The market can fail and the state can stray from the public interest, but the people, in theory, serve to balance these other governing entities with their collective voice. Although many individual citizens go unheard in market-driven societies, the collective action of a social movement can, with its political will, reorient these other forces.

Standards rise with the production of new societal codes; the power of a social movement has the capacity to reshape our physical surroundings and the tools that govern them with its collective will. Societal uprisings such as the Civil Rights movement, the Disability Rights movement, and the Environmental movement have redesigned our conceptual and our physical modes of regulation through their struggles for spatial justice. The Civil Rights movement fought for agency with the creation of the Community Development Corporation initiative, the Disability Rights movement focused on access by mandating ramps and other equalizing tools in building codes, while the Environmental movement reformed industry through the creation of green building certification systems.

Through an engagement with relevant archives, oral histories, other primary documents and secondary texts, this paper investigates the process of movement codification into the built environment, and the impacts of this institutionalization on the urban landscape and on the movements themselves. Understanding the nature of these attempts to institutionalize the values of a social movement into the urban fabric, this paper will establish critical connections between social movements and codification of the built environment that deserve a louder voice in the planning discourse.

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Note: This paper is drawn from an approved dissertation proposal. My advisor is Dr. Steven Moore (samoore@mail.utexas.edu).

[44]

HIGHER EDUCATION, DIVERSITY AND THE EFFORT TO INCREASE UNDERREPRESENTED GROUPS IN PLANNING SCHOOLS

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As American communities become increasingly diverse, the need for professional planners that are sensitive to the needs and values of diverse groups is more pressing than ever. One approach would be to train a mix of professional planners that are culturally proficient and socially reflective of the diverse demographics of our communities. Many planning institutions are making the effort to respond to this challenge by developing programs and incentives that would attract underrepresented groups to their programs. Despite the effort, the achievements thus far have been modest, and in some areas disappointing.

The purpose of my paper is to examine trends in recruitment of underrepresented groups in the planning schools in the last fifteen years. The analysis will be made based on data from the various guides on graduate and undergraduate education in planning. It will also try to develop a statistical measure of 'Diversity Gap' – i.e., representation of the various underrepresented groups as a relative proportion of total enrollment or total population of respective groups. A similar analysis will be conducted to gauge faculty representation. However, the latter analysis is dependent on availability of data. Based on the results, the paper will try to recommend strategies on how to improve the representation of underrepresented groups in planning schools.

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GRASSROOTS WOMEN'S PARTICIPATION IN LOCAL GOVERNANCE: A GENDER BUDGET INITIATIVE IN ISTANBUL, TURKEY

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The purpose of this paper is to consider how municipal level gender responsive budgeting can be a strategy for planning for equity and diversity, or what Fong and Wright call, "empowered deliberative democracy."

Gender responsive budgeting, like other participatory budget processes, aims at ensuring that the needs and interests of different social groups are addressed in government budgets and policies. Over the past decade, there has been an increase in the number of gender responsive budget initiatives in different parts of the world. While most of these initiatives focus on national budgets, there are several examples of local and regional level initiatives from Latin America and Africa. Since local governments are often more accessible to grassroots women, local initiatives may lead to more effective participation of ordinary citizens; yet, some experts consider their impact limited.

This paper will review the advantages and issues involved in municipal level gender responsive budget processes, and analyze a pilot project initiated by the Foundation for the Support of Women's Work, a CBO, in the Beyoglu District Municipality of Istanbul in 2006. Beyoglu, located at the center of Istanbul, is one of the oldest and socially, ethnically, culturally and economically most diverse districts of the city. Since the 1990s, local and central government policies, focused on 'cleaning up' and transforming the city into a center of tourism and commerce, have led to new forms of poverty/exclusion and increased social, cultural and economic polarization.

I will use Fong and Wright's criteria to analyze this pilot project, and consider its outcomes in terms of capacity building, participation and sustainability. This requires both a review of municipal documents (current budget and strategic plan reports) and follow-up interviews with municipal staff, local headmen, FSWW staff, as well as members of the Beyoglu Gender Budget Council and Neighborhood Women's Committees.

I was involved in this project from its beginning - though intermittently - and co-authored with FSWW a handbook to be published later this year. A critical reflection on this experiment will benefit not only my teaching but also the groups I work with locally (two similar projects are planned to start in southeastern Turkey this year) and internationally.

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[46] WHOSE FUTURE? DIFFERENTIATING BETWEEN LATINO AND WHITE EXPERIENCES WHEN PLANNING REGIONAL FUTURES

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Planning practice emphasizes the cultural beliefs and ideals of the West. Work challenging these embedded assumptions encourages practitioners acknowledge differences between participants in collaborative planning efforts and utilize various skills (i.e. storytelling, empathetic listening) to reach understanding of various perspectives. Much of this work, however, concentrates on how to bring marginalized voices into the dominant cultural framework encompassing planning practice. Far less attention has been paid to how these marginalized communities already conceive of planning, abstractly and professionally, and how the profession might adapt its own practices to be inclusive of these perspectives. To begin addressing this larger question, I conducted a qualitative research study focusing on the experiences of stakeholders in a regional planning process led by an area not-for-profit in California's Central Valley.

Committed to bringing a diverse group of people to discuss plausible futures, the organization invited people from different class, race, educational and occupational backgrounds. The project's purpose was to develop four plausible ways the future might unfold using an innovative planning process - scenario planning. In this process, reaching consensus on a single future is abandoned to create space for and representation of the multi-vocal nature of a place.

Interviews with project participants yield interesting insights into the how the characteristics of this process allowed them to reach better understandings of how people living in the same region live sometimes shockingly different lives. These findings suggest what aspects of this process could be applied in other contexts and processes to increase communication across cultural differences. The research participants also reinforced that while learning matters, taking action in the region is crucial.

The interviews also revealed patterned differences between the experiences of Whites and Latinos. Despite knowledge gains, there was limited long term influences, especially for White participants. Latinos also appeared to see the scenario planning process itself as a learning opportunity to share with colleagues. Whites tended to be dismayed about a lack of 'hope' for the future in the process; while Latinos valued having their voices heard.

As cities and regions become increasingly diverse, planners must adapt their practices to be effective in preparing for the future. By drawing on the specific process aspects that created an atmosphere to learn and exploring the differences between Latino and White experiences, I conclude with insights into how planners can create better planning processes developed for the communities they serve.

****This work is directly drawn from an almost completed dissertation. My advisor is Stacy Harwood (sharwood@uiuc.edu).**

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TRACK 2: ECONOMIC DEVELOPMENT

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[47]

WORKING WATERFRONTS IN NORTH AMERICA: PLANNING FOR STABILITY OR CHANGE

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What is the future of long-established industrial districts in North American central city locations? Over the last quarter century, such districts have been hammered by deindustrialization and saddled with environmental clean-up costs. At the same time, long-term shifts toward a high-tech and service economy and demands for downtown housing and recreational amenities have created a powerful trend for conversion from traditional manufacturing and transportation functions to housing, mixed-use complexes, and public spaces. In this context, how have planners and policy-makers thought about the retention of older industrial functions? What options for industrial retention or change are being built into land use plans and economic development policies? Is industrial retention a realistic option in the context of current economic and societal trends?

This paper draws on a recently completed study of Portland's working waterfront and "industrial sanctuary" policy (Abbott 2007) and draws comparisons to other West Coast ports such as Vancouver, Seattle, Tacoma, San Francisco, and Oakland. The focus is on the varying uses of land use zoning in the context of industrial change. It will juxtapose the West Coast experience with that of Chicago, the city whose industrial retention zoning most closely resembles Portland and which is the only case that has been extensively studied (Rast 2001, Rast 2006). It will also contextualize this particular policy realm within my previously defined model of stages in downtown planning (Abbott 1993). The major sources for the analysis will be a close reading of planning documents and interviews with planners and political leaders.

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[48]

NIGHT: OPPORTUNITIES AND INNOVATION IN THE TERRITORY (I)

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This paper presents the first results of an investigation project about the planning of the urban night in Portugal.

The continuous time of economy and networks provides conditions that allow society to develop more and more diverse ways of life, in terms of the use of time and space. Such transformations generate new opportunities for economic and social development, particularly due to the incorporation, in the scope of the production and consumption of a space-time – the night – which has until now been regarded as unproductive. Nevertheless, these changes supply a potential conflict as most urban spaces have almost always been conceived for a daily use. The circadian rhythm of the traditional city is in opposition with the more diverse and not quite related new rhythms of urban life; in addition, it puts the city that sleeps, works and entertains itself under pressure. Planning must reflect upon the ways to innovate the urban forms, so that territories can be lived, with quality and in a sustained way, 24 over 24 hours.

Social and economic changes allow us to change the way we organize time, mainly through information and communication technology and lighting, as they let a growing number of people develop their economic activities, study and entertain themselves at night. Some urban spaces are only alive at night. There are cities and regions whose economic dynamics depend on eminently nocturnal activities. Time dedicated to work and consumption goes beyond conventional hours. The night, though, has still remained an unknown space-time, a kind of unexplored territory, where politicians and scientists have made little investment. Within urban planning night approaches usually tend to arise, for safety reasons, in actions related to lighting. They also occur for noise reasons and consequently generate laws on vehicle circulation or on working hours. Does the potential conflict in urban space depend, or does it not depend, on the way planning grasps the nocturnal use of space? Which actions or measures can be implemented in order to prevent the increasing conflict and differentiation in the use of nocturnal time and space in the city? How can a more inclusive and more favourable, to day and night socialization, public space planning contribute to fade social and territorial segregation forms? How can art, and particularly lighting art, revitalize city space and nightlife?

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[49]

EXPLORING LOCATION OF KNOWLEDGE BASED BUSINESS SERVICES AS A 'VALUE' BASED PROFESSIONAL EPISODE

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In a globalising economy most cities in the world are faced with a challenge to accommodate for the ever increasing demand for office space for knowledge based business services. Planners need to comprehend the processes behind the location dynamics of such firms given their 'non material' needs for production. Traditional location theory cannot provide a basis for understanding location where there are no tangible products or raw materials on which to calibrate choices made by such firms. Similarly existing office location theories only provide the internal location decisions of the firm without relating to the external institutional and legal context of city planning and development.

We argue that location is not just an internal process within the firm but is a unique 'professional episode' (Healey, 2007; Bolan, 1980; Elster, 1989) among various actors outside the firm such as the property developers and the planners. We extend the domain of behavioural institutionalist models of the property development process (Ball, 1998; Healey, 2007, 1992) to incorporate aspects of professional and organisational values of the actors involved in this episode. We suggest that the professional episode of location decision making is an inter-organisational process that can be understood using the basic tenets of organisational psychology (Rokeach, 1973; Fishbein and Azjen, 1975; Manstead, 1996). As various professional actors interact in a decision making situation, their professional and organisational values act in addition with the functional requirements of the location, in order to generate the final location decision. Following the same reasoning it can also be posited that the cultural context both within the firm and the city in question can have an impact on the 'value' based professional episode. In the paper, we develop a conceptual model for understanding such location decisions based on insights from the theories of planned and reasoned action (Manstead, 1996) as well as behavioural models of the development process.

The empirical examples in the paper are drawn from the Norwegian and Indian urban context in order to compare the decisions of similar firms in diverse national contexts as well as to illustrate the cultural differences in the professional episode. We use examples of location decisions of multinational as well as domestic knowledge based service firms to analyse the factors that have been instrumental in determining their location in an inter organisational process. The examples are derived from previous doctoral and professional research undertaken by the authors.

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[50]

CREATIVE TENSIONS: RECONCILING ECONOMIC AND RE-URBANISATION AMBITIONS IN THE PLANNING OF CITY DISTRICTS

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In recent years there has emerged a vigorous debate around the concept of the "creative city" and its implications for urban planning policy in the large cities of Europe and North America. Much of this debate focuses on the challenge of providing affordable workspace, performance and exhibition spaces, and places of social and businesses interaction for the creative and cultural industries. More recently, attention has focused on the housing dimension of this challenge – how to create the housing stock and residential environments conducive to the attraction and retention of young, creative talent in the knowledge-based and creative economy. Both of these challenges raise specific planning issues for city policy makers, but a growing concern is the emergence of an inherent tension between these ostensibly complementary policy objectives. Conflicts of this sort are perhaps most evident in debates over the planning and development of high profile creative or cultural quarters, which are often the focus of major regeneration initiatives. But such tensions are also emerging more widely across the urban fabric as the imperative of providing new housing puts pressure on creative and cultural amenities in a range of city districts and long-established neighbourhoods. It may well be, then, that the challenge for city planners is increasingly one of mediating these less visible, but no less important, conflicts as well.

This paper explores these challenges through an examination of such localised planning tensions in Birmingham, England. As in many other de-industrialising cities, the ambition of accelerating the growth of a creative and cultural economy has risen up the spatial planning agenda in recent years. But Birmingham also has a strong policy agenda to generate a re-urbanisation process through the provision of new housing to capture young professionals and creative workers, and to reverse a longstanding out-migration of more affluent households from the city.

This paper investigates local cases where the retention and development of creative and cultural economic amenities is being threatened by pressures associated with this housing agenda. These areas – the Jewellery Quarter conservation area, the industrial district of Digbeth, and the leafy suburb of Moseley – are much different in character from the city's designated new creative quarter in Eastside and are thus subject to distinctive dynamics of change.

Drawing upon documentary evidence, interviews and media debates, this study explores how and why these tensions emerge, the planning policy complexities that arise, and the conflicts between actors including the local creative communities. It reflects on the need for city planners to adopt a more sensitive and subtle policy approach if the creative economy and re-urbanisation agendas are to be reconciled successfully in city neighbourhoods. The paper concludes by arguing that these problems are not insurmountable as the two agendas are still complementary in many respects. But the study does highlight a need for greater imagination and adaptability in urban planning around these issues – an essential task if cities like

Birmingham are to fulfil the economic potential of their creative talent and to reap the wider benefits in the future.

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[51]

BEYOND THE LIMITS TO PLANNING FOR EQUITY: THE ROLE OF COMMUNITY EMPOWERMENT

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The limits of planning for equity emerge from institutional emphases on certainty, which are often antithetical to the social and economic variables that surround land-use. A paradigm of value-free growth often drives economic development. The result is a fundamental disagreement in planning on what it is that is equitable – outcomes, processes, or power? For environmental justice advocates, outcomes – such as air quality, must be equitable. For communicative theorists, participatory processes allow diverse interests to compete equally. And for Foucauldians, planning operates under existing power structures, which can distort both outcomes and processes. Planning practice depends on the way uncertainty is distributed, between the planning process and the project outcomes.

This article explores a deeper relationship between community empowerment in economic development. It describes newer types of community-labor coalitions that are seeking to influence growth. These coalitions reach beyond the limits of traditional planning by increasing external uncertainty. Where as internal uncertainty refers to the project approval process and standard planning gains; external uncertainty includes organized citizen power, not recognized with any direct authority over the process or the outcomes. Empowerment transcends equity planning in three ways. Firstly, an organized citizenry is better educated, motivated and driven to meaningfully participate in communicative processes. Secondly, community empowerment allows for direct outcome determination, both legally and politically. Thirdly, anticipated feedback from organized stakeholders can alter the nature of projects and plans, even before they are publicly proposed.

As a result of organizing by community-labor coalitions, some development agreements in Southern California are including a wide array of community benefits, not previously included, such as jobs with self-sufficiency wages, local hire, job training programs and education, in addition to other community, housing and environmental benefits.

The implication for equity planning is to establish a sufficient threshold of uncertainty to encourage community organizing. Thus, economic development as an institution needs to evaluate its

emphasis on incentivizing value-free growth. Some of the possible methods for process changes described in this article include establishing jury-style commissions, community impact audits, and claw-backs in the approvals of plans or projects. To be successful, economic development should aim for long-term redistribution of power.

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[52]

LAND VALUE TAXATION REVISITED

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This paper reviews the experience with land value taxation as an economic and community development tool, with some focus on the United States. A primary emphasis of the paper is to understand why this tool is so attractive in terms of economic theory, but has had only limited success in practice. Explanations of this involve concerns about ability to pay the tax and problems with property value assessment for taxation purposes. These issues are closely related to the issues raised by the "property tax revolt" that has played out in the past several decades in various states in the U.S.

[53]

SPORTS ACTIVITIES AND THEIR REFLECTION ONTO THE URBAN ECONOMY: EUROPEAN CHAMPIONS' LEAGUE EXAMPLE

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The competitions attracting attention of tourists for such various purposes as sports, culture, education, politics, business etc., are defined as the event increasing attractiveness of a city as well as producing revenue for the host (Anttonen et al., 2005, p.27).

The competitions held on a specified date or date interval have certain number of participants and spectators. The events providing an image substitution and infrastructure improvement in the local space, enliven the urban economy and tourism.

Sports competitions providing a gathering for people belonging to different nations have become one of the most important factors. European Champions' League competitions, offer a global gathering. The European Champions' League, is the most comprehensive football tournament of Europe, entitled by the football teams who are successful in their national leagues and cups. Every year, broadcast nearly in 150 country's televisions, the European Champions League matches are important events where countries find an opportunity to promote themselves globally.

Istanbul, declared as the Cultural Capital' 2010, hosts European Champions League matches. The European league matches are played in Kadikoy, Besiktas, Sisli districts and, Kucukcekmece, where the Olympiad Stadium is located.

With their current population higher than some provinces of Turkey, population in these districts become much higher by organizing such activities. On the dates where competitions take place, the economy of the city, visited by national and international spectators, improve and increased activities in accommodation, catering, transportation or such other industries is observed.

In this paper, from the model of European Champions' League competitions which have gained importance on the global scale, urban economy reflections of the sports competitions in Istanbul are analyzed.

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[54]

URBAN FESTIVITIES, CULTURAL EVENTS AND SUSTAINABLE URBAN DEVELOPMENT. WHICH CULTURAL 'FESTIVE' POLICIES FOR TERRITORIAL DEVELOPMENT?

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Draw from an almost completed dissertation (research started 2004)

The paper summarizes research performed as a part of a postgraduate international research programme at the Institute of Theory of Town Planning Brno, University of Technology – Faculty of Architecture, Czech Republic, and Laboratory for Theories on Urban Mutations, French Planning Institute; Paris VIII University, France.

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My proposal project aims to analyses the role of culture and urban festivities in urban regeneration processes, in order to define festive policies able to trigger development processes. For some time, policy makers, planners and architects have realized the great importance of urban festivities and cultural events in revitalization and development of urban areas. They pay attention to both direct and indirect impact of such activities. A variety of festivities and cultural event have started to be incorporated into large-scale architectural and urban projects. They have also been employed as political tools.

Instrumentation of urban festivities and events by the urban policy makers and their application to projects of urban revitalization of public spaces became significant practices of European city policies. Dynamics of a city and especially its cultural vitality contribute to the construction of its image, reputation, and more largely of its identity. It is not surprising that in the context of globalisation, cultural strategies and urban festivities in cities are reaching more visibility and their benefits are well recognized.

One can consider that a 'festive city' may present solutions to the crisis of present cities, their crisis of modernity, with a large scale urbanisation, fast industrialization, creation of global economy, or destruction of historically traditional societies. Urban festivities and events frequently try to answer the principal reasons of this recession: diversity of urban spaces and related social relations.

Our research is investigating potential effects of urban festivities and events on the transformations and the new perceptions of spaces. It focuses on organized open-air activities in the public domain of cities, including their centers, neighborhoods and peripheries. The research employs mostly qualitative methods: semi-structured interviews, content analysis—consisting in systematic and methodical examination of textual or visual documents (local and national newspapers)—and participant observations.

Possible physical impact areas of the above may include:

- incorporation of promotional areas in new urban regeneration;
- new transportation connections – new accessibility;
- mobile or fixed urban decorations;
- new or newly equipped buildings for accommodations or services; and infrastructure.
- Indirect impacts for urban spaces may include:
- revalorization of city or site image;
- foundation or recuperation of cultural, patrimonial or social identity;
- improved perception;
- development of local economy;
- treatment of social problems (e.g., social segregation or ethnical exclusion);
- development of urban tourism; and
- global promotion of the city.

Therefore, few questions may be asked in this context: How do cities 'smartly', 'profitably' and 'efficiently' use the urban festivities as tools of promotion, visibility improvement and revitalization of their urban areas? Which effects on the city's life can urban festivities produce? Or how can they be efficiently used by urban policy makers? What is the overall context and what are the perspectives? Can such festivities and events leave marks on the public spaces and entire cities?

My paper discusses such issues with references to a case study in France, and provides relevant conclusions in the contexts of overall development of cities.

Case study: City of Nantes (Analyses of the event-led strategy and particularly the Loire Estuary event - "Estuaire 2007-2009-2011")

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**[55]
CAN URBAN ECOTOURISM CREATE SYNERGY
BETWEEN URBAN CONSERVATION AND ECONOMIC
DEVELOPMENT? A CASE STUDY OF NEW YORK GREEN
APPLE MAP PROJECT**

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Central Theme

Urban ecotourism is a rapidly growing subset of the tourism industry. Instead of focusing on marketing the traditional destinations, cultural and ecological attractions are identified on the maps and repackaged to attract tourists with environmental consciousness. It has drawn attentions from planners and local communities due to its potential to incorporate tourism with the idea of sustainability. Yet few empirical studies have done to address the implementation of this concept and how effective it is as a planning and economic development tool. This paper conducts a case study on the "New York Green Apple Map", a mapping project that was initially designed to help visitors to explore the natural sites and culturally significant places in the city. It later has grown into an alternative tourism that emphasizes urban ecology, community spirits and quality of life issues. Despite its increasing popularity, the influence of this mapping project on tourism development is unknown. The purpose of this study is to examine this project from the perspective of the tourism industry as well the host community (neighborhoods) to understand its impact on tourism planning and community economic development. Additionally, this paper will discuss how green map project change tourism geography in the city and its role in environmental planning and urban conservation.

Methodology/Key Data Sources

The data sources in this paper include mainly qualitative data gained from interviews, field observations and document reviews. In-depth interviews were conducted with key players in the Green Apple Map organization, city officials, tourism operators, and neighborhood residents who participated in the mapping process. Documents includes maps, newspapers, and reports at local libraries, online sources, and archival institutions, statistical material published by government, academic, and business sources and reports from tourism and planning agencies (both city and state), as well as academic studies.

Planning Implication

Tourism development is more than an economic development strategy but also an important element to create a livable urban environment. Especially in the context of urban ecotourism, it provides opportunities to create synergy between urban conservation, including environmental protection, cultural preservation and community-based economic development. Yet to understand its effectiveness as an economic development tool is remain crucial to planners and city officials as we face the constant competition with other types of development. Critical perspective regarding commodifying the nature and communities as tourism products also need to take into account. This paper addresses these issues and hopes to provide some insights to the implementation ecotourism in the cities.

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**[56]
SUPPLY SIDE AND DISTRIBUTIONAL EQUITY ISSUES IN
ECONOMIC IMPACTS OF TRANSPORTATION
INVESTMENTS**

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Major transportation investments are often justified on the basis of their economic benefits. Such was the case for the River Line interurban railroad which runs for 34 miles between two old industrial cities, Camden and Trenton, in southern New Jersey (located across the Delaware River from Philadelphia). The line cost about \$1.1 billion, paid entirely from the state budget. Soon upon opening it was seen as an unmitigated disaster by many, with very low ridership. Almost four years later the line has been running at times near its modest maximum capacity of 10,000 trips per day, but the operating subsidy per rider (ignoring capital costs) is still extremely high, at between \$25 and \$30 per ride. Are there economic benefits that justify part of this subsidy? How should those be measured and how are those benefits distributed? These questions are of interest to transportation planners, economic development agencies, and legislative bodies across the U.S. and Europe considering whether to go forward with similar investments. The paper begins with a descriptive and spatial analysis of data for a four-county region that includes the substantially smaller area served by the line. The main data sources include development permits (by municipality, state-compiled); single family home values (realtor data

from the multiple listing service); and firm employment and revenues (New Jersey Department of Labor). This is followed by a hedonic longitudinal and cross-sectional model of home values, using multilevel modeling techniques to account for spatial and temporal correlations. Independent variables include structural characteristics, station proximity, highway proximity, other spatial variables, and other control variables. There are two innovations of particular note in the model. First, it incorporates another source of data, zoning maps and regulations over time by municipality, to investigate whether the much higher rates of development near rail stops are a function more of development constraints elsewhere in the region, in combination with relaxation of zoning regulations near stops, than they are of the actual or anticipated accessibility value of the rail line. Second, the paper investigates the distribution of benefits by correlating land value increases with socioeconomic characteristics of Census zones, focusing on progressivity by household income. The results inform how transportation planners and economic development agencies interpret economic changes that appear to be a response to transportation investments but may reflect other, more complex phenomena.

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[57]

HOW DO MUSIC INDUSTRIES GROW? CONCENTRATION, INNOVATION AND EXPECTATIONS

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The cultural industries, such as music recording, book publishing and movie production, are widely cited for their economic development potential for less industrialized and de-industrialized countries and regions. Unfortunately, we know very little about economic growth in these industries, and our viable policy options to support their development are therefore extremely limited at present. This paper seeks to fill this gap with a cross national study of economic growth in music industries. Data for the research comes from member national associations of the International Federation of the Phonograph Industry.

Much literature on economic growth is focused on knowledge and innovation (eg. the literature following Piore and Sable, 1984, or for an orthodox approach, Grossman and Helpman, 1994). However, it is unclear how these theories relate to cultural industries. Work on these industries has focused instead on the cyclical nature of market concentration (Peterson and Berger, 1975 and followers), and the

relationship between mass and niche markets (see especially the resource partitioning literature following Carroll, 1985). In developing a model of growth in the music industry, I integrate innovation and development theories with the concentration and specialization literatures under the rubric of “expectations” for goods on the part of producers and consumers.

I begin with the intuition that widely shared expectations on the part of consumers and/or producers can lead to growth by allowing subsequent product innovations to be complementary rather than mutually irrelevant. Part one of the research tests this intuition at the macro scale. I compare individual countries’ music industries before and after the advent of the internet as a major means of music distribution in a natural experimental design to draw conclusions about market structure, expectations, and growth. Part two extends the findings of part one by examining the micro-foundations of growth in more detail in a smaller subset of countries. I conclude by discussing the implications of my results for policy makers wishing to support their local cultural industries, for regulators of media markets, and for economic development theory in general.

Relationship to dissertation work: this paper is drawn from a dissertation in progress.

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FROM U-CITY TO INTELLIGENT DEVELOPMENT PLANNING PRACTICE

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The question that this paper will answer is “how planning practitioners and planning scholars can work together to facilitate futures planning of intelligent development of city-regions in the new context of the global knowledge environment and network society?”

The approach and method used to answer this question is to use Busan, South Korea and its metropolitan region’s development potential as the illustration of the ALERT Model for intelligent development strategic planning. Drawing on Busan’s first-generation of U-City, or ubiquitous digital development planning, the paper will construct a second-generation strategic planning scenarios framework for continuous intelligent development for Busan’s future.

This work is relevant to planning practice, scholarship and education in that it will pilot the empirical application of city-region scale futures planning for intelligent development in the context of

enhancing local competitiveness in the global economy and network society. It demonstrates planning's use of translational research as an emerging paradigm for this practice profession.

The intended outcomes of the research will be a paper that: (1) defines in working and normative terms, the operational and actionable knowledge of what the U-City planning concept should be in practice; (2) grounds the U-City concept in theory and thereby identifies the concept's conceptual roots that are both process and substantive in nature; and (3) derived from the theoretical grounding, action and policy options for effective, sustained responsive practice will inform next-generation U-City policies planning and implementation. These outcomes require interdependency with empirical case material. The key data source therefore is the city-region of Busan. The principal empirical sources are the future strategic development sectors that are determined to be responsive to the area's future economic demands and societal needs.

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[59]

DOES IT PAY TO INVEST IN AMENITIES AROUND OFFICES?

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Local authorities often invest large amounts of public money in the preservation and development of green and open space, historical and architectural sites, theatres and other amenities. Regional and national authorities often support these investments financially. They believe that these amenities are appreciated by businesses and individuals, and that by investing in them, this will enhance the attractiveness of the surrounding area (Florida 2002).

This paper provides insight into the extent to which offices in the Netherlands value the amenities in their surrounding area. These insights can help to draw up guidelines which can be useful for cost-benefit analyses and help public authorities in their decisions on investments in physical amenities and whether they should involve the owners of offices in these investments.

To do this, the paper first examines to what extent amenities in the surrounding environment of offices affect rent prices. Using hedonic price analysis, the effect of amenities on office rents is estimated, controlling for factors such as characteristics of the building, the location of the buildings and regional economic growth. Data are gathered from databases of office transactions, land-use statistics, data on sectoral employment and other sources.

Several housing studies have shown that homeowners are willing to pay a higher price for a house when more amenities are available in the residential environment. Until now, however, the number of studies using hedonic pricing to estimate the willingness of businesses to do the same is still highly limited (Dunse & Jones 1998). The few studies that have examined the effect of location on office rents either have focused on accessibility or on the quality of the surrounding environment in general (e.g. Sivitanidou 1996). There is hardly any empirical evidence on the effect of specific amenities on office rents.

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[60]

NEW ECONOMIC POLICIES, THE LOCAL LEVEL AND THE STATE : THE CASE OF FRANCE

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During the last decade, in nearly all Western countries, competitiveness has become a major theme for local, regional and national development policies. For instance, clusters policies, city networks and metropolitan regions have been designed in various countries ; they are unevenly integrated in spatial planning (Salet, Thornley and Kreukels, 2003). Using the example of France, we want to explore two dimensions of these new policies which are relevant for planners. First, as goals and tools change, the division of labour between various public authorities is redefined. In this respect, it is important to shed light on the interactions between actors around specific projects, rather than to analyse each of them in isolation and in abstraction. Second, as the public authorities which are involved are situated at various spatial levels, from the local to the supranational one, the assessment of the spatial effects of these policies becomes a theme of controversy.

As is well known, with the crisis of the economic and social regime which started in the 1970s, the hypothesis of a greater relevance of the local level for economic development strategies gained popularity (Stöhr, 1990). In France, institutional decentralisation, which started in the early 1980s, fostered the multiplication of local development initiatives. Even though there has been a rationalisation (by the State and the market), three local levels may still intervene in economic development (around 2 500 intermunicipalities, 96 départements, 22 regions). This sets limits to local initiatives and may justify the "return of the State". Based on various surveys, such hypothesis has been appeared in the 1990s (Jessop, 1992 ; Brenner et alii, 2003). Replacing the Keynesian welfare state, the schumpeterian welfare state is deeply concerned by the competitiveness of the national economy and tries to stimulate growth in subnational spaces. Using France as a case-study, we will discuss this approach by setting the institutional context for economic development. Then we will analyse two recent state-led policies - metropolitan cooperation, clusters policy - and will analyse the responses of local authorities (Demazière 2006, 2007).

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[61]

THE ROLE OF INDUSTRIAL HERITAGES IN URBAN REGENERATION-EUROPEAN CASES STUDY AND THE REVELATIONS ON CHINESE PROJECTS

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This paper is part of my research during my stay in ETH, Zurich as the guest student. It's also a part of my unfinished doctorate dissertation in Tongji University, Shanghai.

The former remote industrial areas become the geographical center with the city development. When the production stops, the harbors are abandoned, the declined industrial areas require regeneration. With the growing of concept on Heritages, the industrial heritages turn to be a new branch of the architecture heritages. These industrial heritages usually are the landmarks of such area, which are considered important elements in the regeneration projects. The European main metropolis like London, Hamburg is already undergoing the process.

Through the case studies in "HafenCity" & "Speicherstadt" in Hamburg, "Dockland" in London, "Emscher Park" in Ruhrgebiet, "Zurich-West" in Zurich and "East Bund" in Shanghai, this paper will explore the role of industrial heritages and the influences of them in urban regeneration. The industrial tourism was regarded as a useful strategy for regional renewal. However, the practice shows the effects are limited. This paper will analyze the further functional possibilities of industrial heritages' adaptive re-use in urban regeneration process and show how the new function revitalize the former industrial areas. The regeneration strategies of industrial heritages might also be categorized as Top-Bottom, Bottom-Top, Middle Class (stakeholders) self-decision, which indicates the different development modes and property modes. The findings show that the effective urban regeneration with industrial heritages must consider the special value of industrial heritages and be multi-functional. This paper will also describe the current strategies in the regeneration project "East Bund" in Shanghai, and then analyze the influence from European experience and their shortcomings.

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[62]

AN ANALYSIS OF TRENDS IN REGIONAL INDUSTRIAL CONCENTRATION IN THE U.S. AND IMPLICATIONS FOR REGIONAL ECONOMIC DEVELOPMENT

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In a seminal 1961 article, Benjamin Chinitz described linkages between the structure of a region's economy—the size of regional industries, the extent of sectoral diversity, and the degree to which one or a few large firms dominate the mix of businesses—and the capacity of that economy to continually regenerate itself over time. Subsequent researchers have investigated some of Chinitz' hypotheses (e.g., Glaeser et al. 1992, Quigley 1998), measuring structure with indicators of overall industry size (often conceptualized as a localization economy effect) and sectoral diversity. The question of whether the domination of an industry by a few companies in a locality influences the performance of the other business enterprises in the same regional industry—particularly those that are small or entrepreneurial—has been mostly ignored, principally because accurately measuring industrial concentration at the regional scale requires firm-level information. Multiple establishments of varying sizes in a given locality may be part of the same firm. Therefore, existing secondary data sources on establishment size distributions (e.g., from County Business Patterns or published data from the Census of Manufactures) can offer only an incomplete picture of the true level of corporate dominance in a region.

In this paper, we use a confidential establishment-level manufacturing dataset compiled by the U.S. Census, the Longitudinal Research Database, to explore current and historical patterns of industrial concentration at the regional scale in the United States. For a given region and manufacturing industry, we aggregate establishments into firms and then calculate several industrial dominance measures including the ratio of employment in the largest regional firms to total regional employment in the industry. The measures are regional analogues to concentration ratios and other concentration measures commonly used in the aspatial industrial organization literature (Pryor, 2001). We describe the extent to which manufacturing activity overall and in specific industries is concentrated in a small number of large firms at the regional level, how industrial concentration varies across regions of the continental United States, and how those geographic patterns are changing over time. We also consider associations between regional industrial concentration and employment growth and discuss implications for understanding regional growth patterns and for the formation of effective regional development strategies.

The link between regional industrial concentration and economic performance has significant implications for local economic development planning given ongoing industrial restructuring and associated workforce dislocation in the U.S., as well as continuing trends toward offshoring both labor- and technology-intensive economic activity. Industrial dominance is a specific mechanism by which regions may "lock in" to a particular set of industrial competencies. As markets evolve and technology changes, those competencies, once key economic engines, eventually may become economic liabilities (Bergman 2002). This notion is perfectly illustrated by the case Chinitz highlighted in his original paper: steel in Pittsburgh. Pittsburgh eventually remade its economy around the

medical and information technology sectors, but not without a wrenching transition that required the breakdown of institutional structures “hardened” around the steel industry and dominant steel companies. Smaller regions, particularly “one-company towns,” are especially vulnerable to such dynamics, as they often are faced with remaking themselves entirely in the face of heightened global competition. This paper carefully measures and documents trends in the extent of regional industrial concentration, in an effort to open up a new line of inquiry for economic development planning researchers.

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[63] THE BUILT ENVIRONMENT AS AN IMPORTANT FEATURE FOR OFFICE FIRM LOCATION DECISIONS: RESULTS OF A SURVEY

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Office location has important impact on urban form and the transportation system in urban areas. One of the ways to study office location decisions utilizes surveys of managers and owners of office firms regarding the firm location decision process.

The following paper presents an analysis of the results gathered in SOLD (Survey of Office Location Decisions), a web-based retrospective survey which has been conducted among office firms in the Greater Toronto Area (GTA) and was designed to provide some insight into their location decision making. An important conclusion of the paper is that office firms participating in the survey (mainly small and medium sized office firms) generally place very high value on the physical environment of the space they locate in; often over and above the quantifiable attributes of it. For instance, while lack of floorspace is the single most important reason for firms to relocate from their current location, the physical conditions of the building, location visibility and the prestige associated with the location are all important too. Some office firm owners specifically stated that the built environment was particularly important to their relocation decision. The attributes of the built environment were often mentioned as equally or more important to the firms than many of the location features traditionally considered important to businesses, such as agglomeration and accessibility.

The policy implications of the results of the survey are that investment in maintenance and improvement of urban spaces, creating a pleasant environment both at the building and the neighborhood levels, could draw office firms to locate in areas that otherwise would not be considered attractive for business location.

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[64]

RETHINKING SPATIAL STRATEGIES OF ISTANBUL: CAN CREATIVE SECTORS HELP TO BRIDGE THE CULTURAL DIVIDE?

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Creativity, creative sectors, cultural industries, have lately been buzz words for those who have been concerned with reviving the deprived economies of de-industrialized cities. Policies such as culture-led regeneration, designation of desolate areas with architecturally interesting historic building stock as creative districts have been among the prime strategies that cities pursue in an attempt to increase their competitive edge. A cultural turn in urban development marks the attempts to make cities vibrant centers of attraction both for the foot-loose capital and the workers of global economy that is increasingly based on knowledge, innovation and creativity. Istanbul is no exception to those cities, striving to gain a competitive advantage with an attempt to re-structure its economy.

Yet, there is a growing acceptance that policies and strategies that are successful in one city cannot easily be exported to another and that every other city is a unique case. In addition, there is an increasing concern that culture-led regeneration policies can lead to schemes that are nothing else other than property-led redevelopment under a cultural guise. Bearing these two fundamental issues in mind, in this paper we attempt to analyze the opportunities and challenges in Istanbul of a cultural turn in urban policy that seems to have gained an additional impetus with the city's new status of European Capital of Culture for 2010. There is no doubt that with its many layers of history and rich heritage, Istanbul offers significant potentials for creative sectors and cultural industries to flourish. In fact, our research shows that creative sectors tend to cluster in the city in a certain area we name as the cultural triangle, including a spontaneously formed creative district. Although such clustering is important upon which creativity blossoms, there is also a tendency of tourismification and gentrification. On the other hand, rest of the metropolitan area beyond this cultural triangle in Istanbul is just a highly impoverished landscape of creativity and culture. Hence, we argue that any attempt without proper policies to overcome the cultural divide between the center and periphery will be an effort in vain to make Istanbul a socially just and culturally viable, creative city

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ECONOMIC AND WORKFORCE DEVELOPMENT: EXPLORING THE INTERSECTIONS WITH A JOB VACANCY CHAINS MODEL

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While economic development is concerned with creating jobs, workforce development implies career advancement and mobility once in employment. The type of occupational pathways and career ladders associated with new jobs are at the heart of the economic development-workforce development nexus. While various stylistic facts inform the debate on what constitutes 'good' and 'bad' jobs, there is no systematic framework for evaluating just what kind of jobs will yield the longer career ladders, occupational mobility and levels of employee compensation that workforce development seeks to promote. This paper illustrates the use of a job vacancy chains model as a new and suggestive approach to workforce development. We start by specifying an (hypothetical) economic development expansion within an 'average' firm. We use an empirically estimated jobs mobility table (based on PSID data for job changers 1987-1993) to estimate the internal (within firm) and external (between firm) job ladders attributed to this initial expansion. The differential welfare and distributional gains to workers associated with these job ladders are discussed. For both sets of job ladders we identify the typical entry points associated with the expansion and the gains accruing to new 'recruits'. These suggest target points for workforce development. Finally, we further sub-divide our initial job expansion 'shock' into resulting job ladders in both goods and service sectors. We observe the length of the ladders, wage gains and distributional outcomes in each of these broad categories. The results offer some guidance for targeting workforce development activity.

[66] KNOWLEDGE-INTENSIVE ACTIVITY IN U.S. METRO AREAS: AN OCCUPATION-BASED ANALYSIS OF 1990-2000 TRENDS

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Many academics and pundits believe the U.S. economy's competitive advantage will increasingly rest on knowledge-intensive activities—from advanced services to new product innovation and development—given competition from countries that enjoy much lower factor costs and growing accessibility as a result of improvements in transportation and telecommunications infrastructure. Endogenous growth theories highlighting the role of innovation and human capital, and especially Richard Florida's theory of the "creative class," have captured the attention of city and state policy makers seeking strategies to combat rapid employment declines in traditional manufacturing, selective off-shoring of cost-sensitive functions by U.S. corporations, and anemic job growth (or job losses) in traditional high technology sectors such as computers, electronics, and instruments. In this milieu, the measurement of knowledge-intensive activity at the regional scale has become the subject of research in itself, and many scholars and analysts are abandoning exclusively industry-based measurement approaches in favor of indicators based on the identification of knowledge- and skill-intensive occupations. We lay out some of the conceptual and practical challenges of measuring relative occupational knowledge-intensity levels. We then discuss findings from an analysis that joins detailed Census occupational employment figures for 1990 and 2000 with occupational knowledge, education, experience and training characteristics data from the U.S. Department of Labor's O*NET information system. The analysis yields a fine-grained look at shifts

in metropolitan occupational specialization while demonstrating the wide variability in knowledge-intensive employment growth patterns in the U.S.

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[67]

THE TWO FACES OF DEBT: AN EXAMINATION OF AMERICAN INDEBTEDNESS OVER THREE DECADES

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This paper provides a descriptive analysis of American indebtedness over the course of three decades, the 1980s, 1990s, and 2000s. The primary question addressed by the paper is as follows: how have levels of indebtedness and differential uses of debt served to exacerbate economic inequality in America since the 1980s?

The analysis focuses primarily on two types of household-level debt: "productive debt" (e.g. student loans and most mortgage debt) that can help build wealth by allowing one to invest in one's future and "counterproductive debt" (e.g. high-interest credit card debt) that can allow one to meet immediate needs but that may have the disastrous effect of pulling one into a debt spiral.

The paper considers debt from an instrument perspective and does so using data from the Survey of Consumer Finances 1989, 1995, and 2004. The authors examine how the use of both productive and counterproductive debt has shifted over these years, looking in particular for evidence of a shifting reliance on different types of debt by Americans in different income, racial/ethnic, and tenure groups.

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[68]
PLANNING FOR A FAMILY-FRIENDLY ARTS REGION?
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Planners increasingly look to cultural redevelopment as a major economic development tool (Scott 2006). Part of this new emphasis is on attracting the “creative class” through the development of amenities (Florida 2002, Clark 2004). These studies view cultural activities as quality of life draws for entrepreneurs and highly trained workers. Yet, they do not study the creative workers themselves to find out why they locate in an arts center. Good regional conditions for artists are necessary if planners want to do cultural redevelopment. This study examines the status of artists in Kansas City. How might planners use information about artists to deepen cultural redevelopment policies?

This study uses three sources to estimate the status of artists in Kansas City First, evidence was collected through an email survey of visual artists as sponsored by a local cultural foundation. Two other sources of information were generated through Kansas City’s selection and participation as a cultural community of the Leveraging Investments in Creativity project (LINC 2008). One was a town-hall meeting of cultural workers. The second LINC source was an analysis of artists based on occupational data in Census PUMS data using Markusen and Schrock’s method (2006).

Kansas City has a high concentration of visual artists for a mid-continent region (Markusen and Schrock 2006). This study finds that Kansas City artists have higher rates of marriage and parenting than artists nationally. Connections to strong design industries and major corporations explain some of these results. The notion of a family-friendly arts region runs counter to ideas about bohemia and cultural production (Lloyd 2005). Policies to support Kansas City artists might include family policies such as child care collectives and insurance as well as more traditional community development policies such as arts incubation and artist housing development.

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[69]
ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS OF HISTORIC PRESERVATION IN KENTUCKY
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The Environment, Social and Economic Impacts of Historic Preservation in Kentucky by Three Authors

Kentucky is a national leader in preservation. Kentucky ranks No. 1 in the White House’s Preserve America Initiative, with 73 designated recognized communities and neighborhoods. Kentucky ranks fourth in the nation in total listings in the National Register of Historic Places. In addition, the Kentucky Heritage Council (KHC) has documented more than 40,000 historic structures in Kentucky. This study used a number of state of the art methodologies, including a survey yielding 172 responses, multiple regression analysis, computer simulation models, detailed qualitative comments from preservationists, and up-to-date census analysis.

Historic buildings are affordable housing for the poor, elderly, and minorities. A significant portion of Kentucky’s housing stock is 50 years or older and census analysis shows older housing is disproportionately occupied by the poor, elderly and minority populations. This is because older housing provides affordable rents for low-income populations. For this reason, communities should make a major effort to preserve older housing.

Designated historic districts have higher increases in property values. Properties located in local and National Register historic districts experience larger increases in property values than in unprotected or undesignated neighborhoods. Local historic designations are a vital tool because they provide investors with a greater assurance that their neighborhood is protected from inappropriate changes to architectural details.

Tax incentive programs have been an effective tool for creating positive changes in historic areas. Kentucky is one of just 27 states in the country that provides tax incentives at the state level for commercial and residential historic rehabilitation projects. Since it was signed into law in 2005, a total of 172 projects have been reviewed, representing a total investment of \$171,112,857 from the private sector in only three years. Eliminating the \$3 million cap is critical toward encouraging historic preservation in our communities. In 2006, 91 federal tax projects were reviewed in Kentucky with qualified restoration expenses totaling \$52,752,656. Historic preservation creates jobs for Kentuckians. Historic preservation results in more job creation than most other investments. Studies have shown that historic rehabilitation actually creates more jobs than the average job in new construction. Our data shows that 43 jobs are created for every \$1 million in investment in historic rehabilitation. The newly established state tax credit has led to the creation of 7,365 jobs (2005-2007), federal rehabilitation projects created 2,236 new jobs (2006), the Renaissance/ Main Street program led to 4,720 new jobs (2006), and heritage tourism sites employ 2,700 Kentuckians. These programs alone create at least 17,021 jobs directly related to preservation. Thousands of other jobs are also created by both small and large investors in the private sector to restore historic houses.

Historic preservation is green living at its best. Older neighborhoods are generally closer to downtown areas where people work and play, and therefore save energy and fuel consumption in their commute. Also, most of the historic resources built before the 20th century were designed to accommodate residents without the technology of air-conditioning. High ceilings, transoms, operable windows, and large attic and basement spaces provide current occupants the opportunity to practice good environmentalism by reducing energy costs associated with heating and cooling.

Historic preservation is a win-win for neighborhoods, towns, cities, and the Commonwealth of Kentucky. Government can use an array of bold and innovative steps to enhance historic preservation efforts, such as raising the cap on state tax credits, establishing additional historic zoning overlays, providing soft second loans, providing grants for façade restoration, and expanding educational opportunities to historic property owners.

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[70] REQUESTS FOR PROPOSALS FOR PUBLIC PROPERTY DEVELOPMENT

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New research indicates that preparing a request for proposals (RFP) for development of public lands is not an exact science based upon proven theory; it more resembles a craft based upon professional practice. Managers of public redevelopment projects have been able to incorporate affordable housing, urban design and (recently) green building requirements into RFPs to meet social and environmental objectives in addition to the traditional planning and financial result (Gordon 1997). After years of experimentation in the 1960s/70s urban renewal projects, the RFP process for public land development settled into a set of relatively similar practices for 1980s/90s public private partnerships (Stainback 2000).

While planners have used RFPs to raise the bar for private sector development on topics like green buildings, North American RFP managers have sometimes seen their projects in turmoil in the past few years. Projects become the focus of intense media debate and political controversy, sometimes resulting in delays or loss of potential private sector partners. Procedures that were standard practice for decades, such as confidential review of developer submissions by professional staff, have recently become more open to public scrutiny. "Fairness advisors" are appearing in some RFP processes. This paper will present preliminary results from a literature review and a content analysis of a sample of over 100 RFP documents from urban redevelopment projects. It will compare 2005-

6 project documents to high profile examples from the 1980s (Battery Park City and Boston / Toronto waterfronts).

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[71] DO BUSINESS IMPROVEMENT AREAS MAKE A DIFFERENCE? ASSESSING BIA AND NON-BIA STREETS IN OTTAWA, CANADA

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Business Improvement Associations (BIA's) have been adopted by many municipalities as a new, yet controversial model of urban revitalization. In Canada, BIA's are created by an assemblage of property and business owners, who agree to pay a collective fee (levy) which can be directed towards improving pedestrian experience and increasing sales. Common services include street maintenance, beautification, security, development and promotion of the commercial district. BIA's are territorial in nature and provide services only to those within the delineated boundaries of the district. In contrast, non-BIA commercial areas rely on municipal governments in providing the majority of these services. While some literature suggest BIA organizations reflect that new models of public-private partnerships can make a positive contribution to the quality of life on commercial streets (Briffault 1999; Hochleutner 2003; Houstoun 2003), others question their accountability and effectiveness (Mitchell 2001; Symes and Steele 2003). Recent studies have focused on using empirical methods to measure performance of BIA's to understand the actual effects of business associations on urban main street revitalization (Hoyt 2005; Mitchell 2001). The purpose of this research is to assess the success of BIA's in attracting people to the commercial streets of Canada's capital, Ottawa.

Assessing the 'success' of a commercial area can be measured using various techniques, including both quantitative and qualitative methods. This research uses pedestrian counts collected by the City of Ottawa in summer 2007, to examine the effects of BIA presence on street vitality. The study utilizes ten commercial corridors in the City of Ottawa, consisting of five BIA and five non-BIA commercial corridors, as the study area. Other variables, such as traffic counts, parking space, land use, demographic data, business types, street furniture and amenities and revenue are used as control variables. In addition supplementary data is obtained from personal interviews with business owners and BIA directors in each commercial district is included in the analysis. This data will help in understanding and controlling for specific issues related BIA performance for example levels of investments. The results of this analysis will have impacts on the design of future commercial streets and can be used as

guidelines for improving existing BIA organizations towards having more vital commercial streets.

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[72]

ECONOMIC DEVELOPMENT AND THE ARTS: THE ROLE OF COMMUNITY ART SPACES

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Local governments around the globe now routinely look to the arts as an integral facet of their economic development strategies. In this regard, much recent attention has been focused on the positive spin-off effects of artistic milieus and using artistic activity as a quality of life amenity for attracting highly skilled and educated people (Florida, 2002; Markusen and Schrock, 2006). At the neighborhood level, however, these desirable economic development outcomes are often associated with the displacement of artists and fledgling art spaces as well as other lower-income residents and local businesses as upwardly-mobile persons and the retail and services that cater to them move in and push rents upward. Such shifts may not only disrupt communities, but also contribute to increasingly polarized cities. In contrast, an emerging body of literature asserts that community-based arts activity may not only better support local businesses and jobs while attracting and retaining artists, but also enhance interaction within and between communities (Borup, 2006; Seifert and Stern, 2005).

This paper will explore the incidence of these divergent outcomes through an analysis of the roles and perceived impacts of community art spaces. Do community art spaces contribute to gentrification or serve as anchors of stable and inclusive community and economic development? How do variations in the type of art space, its leadership, and location influence their potential impact on the neighborhood and region? Using the Dallas-Fort Worth region as research site, I address these questions first by creating a comprehensive inventory and typology of all art spaces in the area according to size, mission, programming, location, and target audience. Next, drawing on in-depth interviews with art space participants and organizers, I examine how the art spaces interact with their audience and surrounding community, form relationships

with other art spaces and arts-related businesses, and contribute to local and regional economic development. Based on my findings, I discuss policies appropriate to enhancing their economic development role and mitigating their potentially negative effects on surrounding communities. This research will assist municipalities in devising more effective and equitable arts-based economic development strategies.

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[73]

RE-VISITING NEIGHBORHOOD INDICATORS: AN APPLICATION FOR THE CITY OF DES MOINES

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For almost two decades, the City of Des Moines, like many other cities, has been investing in neighborhood revitalization projects. Among different initiatives to promote neighborhood development within the city, there is the Neighborhood Development Corporation (NDC), founded in 1999. This organization specifically targets areas classified as distressed, which means they are in need of physical investments in order to begin attracting private sector interest. Currently, the NDC is seeking methods to answer one practical question: How can we measure changes in the economic conditions of neighborhoods in the City of Des Moines? As an attempt to help NDC answer this question, we will rely on spatial analysis of neighborhood indicators. Neighborhood indicators have been the topic of much interesting work (AtKisson 1996; Coulton and Harris 1999; Martin and Pentel 2002; Swain 2002; Elwood and Leitner 2003; Fagotto and Fung 2006; Galster, Tatian, and Accordino 2006; Talen 2006; Aronson et al. 2007; Galster and Booza 2007; Guernsey and Pettit 2007; Nelson et al. 2007) and used in many cities. This paper will propose—based on an extensive literature review—a new approach for the use of neighborhood indicators: (1) use disaggregated spatial data for two different points in time to create an index that measures economic conditions; (2) test for spatial autocorrelation to verify the existence of clustering patterns in the index spatial distribution; and (3) overlay the NDC investments with the index map to examine the effectiveness of improvements. By utilizing this approach, the NDC will be able to plan the most appropriate strategies to improve targeted neighborhoods.

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[74] **CONTEMPORARY PLANNING PRACTICE AND THE IDEA OF REVITALIZATION**

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Many of our nation's post-industrial cities struggle to cope with the ramifications of decentralization, economic restructuring, and devolution. Structurally, local governments are poorly funded and weak, civic engagement is chronically low and the public discourse is often framed in terms of inherited loss and perennial failure. Yet, in response to and despite these and other formidable obstacles, collectively-driven planning strategies have recently been invented, implemented and transferred by a new generation of urban boosters who are dedicated to improving the quality of life in commercial areas and residential neighborhoods.

Much of this innovation is done under the rubric of "revitalization," a term whose meaning is commonly understood, yet conceptually and empirically underdeveloped. This paper seeks to construct a useful framework for the idea of revitalization through an interdisciplinary analysis of practice by assessing the application of a variety of popular tools including business improvement districts, university-community partnerships, individual development account programs and participatory information technologies. In doing so, it formulates a response to the question: what can scholars learn from the efforts of practitioners to cope with decline in post-industrial cities?

In the end, the author argues that contemporary planning strategies aim to revitalize urban areas by simultaneously targeting more than one of four facets of the urban sphere (physical, economic, social, and psychological) by strategically linking rooted institutions, establishing collective and sustained partnerships among them, and articulating shared and hopeful narratives to a larger public. To support this position, the author relies on case studies from a handful of post-industrial cities, large and small, as well as more than fifteen years of experience as a teacher and planning practitioner. In the end, this paper is relevant to the field because it develops a framework for planning educators who bear the responsibility for shaping and deploying a new generation of professionals into a rapidly changing and increasingly complex society.

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[75] **UNEVEN DEVELOPMENT AND LIMITS TO GROWTH: OUTSOURCING, OFFSHORING, AND EMERGING REGIONS**

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The increase in global trade, the rapid diffusion of technology, and the advent of the internet have allowed many developing countries to play an increasingly important role in the world economy. Banking on the shift to service oriented industries in the developed world, and on the increasing demand for (low cost) skilled and un-skilled labor force, these countries have started to bolster their service sectors as a way of ensuring short and long-term growth. However, their growth concentrates in a couple of regions (sometimes only in the primate city), and is usually dependent on outsourcing contracts and inputs from offshoring companies. In fact, outsourcing and offshoring are increasingly prevalent within emerging regions, as these processes allow a fast transfer of capital from more developed regions (usually from abroad), and a transfer of labor force from less developed or more static regions (usually from within the same country). This transfer of resources ensures the short-term, often explosive growth of the emerging region, to the detriment of regions that are not as fast to catch up. These regions become locomotives for the rest of the economy, while outsourcing firms and offshores become regional champions. The question is: how long will these locomotives run until they run out of steam? In other words: can outsourcing and offshoring dependent emerging regions sustain their long-term growth?

Using transaction cost theory I show that regions that are dependent on outsourcing contracts and offshoring inputs do in fact face limits to long term growth, and I use the case of Cluj-Napoca, Romania to back theory with empirical analysis. Furthermore, I propose that regions that are dependent on outsourcing and offshoring need to make a shift to in-house production, while at the same time develop local capabilities to exploit the influx of capital and knowledge. To complete the study I have conducted interviews with 50 industry actors in Cluj-Napoca, I have collected and analyzed macro-economic data for the Romanian software industry (provided by the Romanian Annual Statistical Yearbook, the Registry of Commerce, and the Ministry of Public Finances), and compiled and interpreted detailed data for 387 individual software companies (provided by the Ministry of Public Finances and the Cluj Chamber of Commerce).

Relation to Ph.D. Dissertation: Drawn from an approved dissertation proposal, which I am scheduled to defend this Spring. Chair: Susan Christopherson (smc23@cornell.edu)

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[76]

INFORMAL WORK AND PROTEST: THE INTERACTIVE EFFECTS OF SPACE, PRODUCTION PRACTICES, AND IMMIGRATION LAW ON IMMIGRANT EMPLOYMENT

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In 1996, a wave of protests by undocumented immigrants swept through French cities and continued unabated for four years. The immigrants who participated in this mobilization called themselves the "sans-papiers," literally "those without papers," and demanded that they be granted legal residence and work permits. They sought redress from a restrictive package of immigration laws—called the Pasqua laws—passed in the early 1990s, which they viewed as having drastically limited their options for informal employment and had truncated their opportunities for skill development. To lend weight to their demands, the protesting immigrants occupied churches throughout the country and went on prolonged hunger strikes. The protests jolted the nation to the core, and sparked a debate around the issue of immigration and the changing role of immigrants in the French economy so politically charged, it would ultimately lead to a major reform of French immigration law.

After the passage of the Pasqua laws, informal employment practices had indeed gone through changes that significantly undermined the ability of undocumented immigrants to secure their livelihoods, especially in the highly flexible industries where most of the protesting immigrants had worked. However, this paper argues that those changes were not produced by the Pasqua laws alone. Rather, they were produced by the interaction of the restrictive immigration

laws with two other factors that receive less attention in the literature on the employment of undocumented immigrants: (1) changes in the industrial organization and production practices of the industries in which undocumented immigrants worked, and (2) the spatial distribution of production. The interaction of these three factors pushed undocumented immigrants to the margins of the industries in which they had worked, relegating to them lower paying and lower quality jobs with few opportunities for skill development and segregating them spatially to areas outside the main production sites.

To illustrate how the interplay of these three factors degraded job quality and sharply curtailed job access for undocumented immigrants, this paper draws on a case study of the Paris garment cluster. It analyses how the Pasqua laws interacted both with the highly flexible and highly informal production practices in the cluster and with the spatial concentration on which the cluster's responsiveness depended to expel undocumented workers from the downtown neighborhood where the cluster was located and to confine them to low paying and low quality jobs in substandard satellite production sites in Parisian suburbs. The case study is based on several months on on-site participant observation between July 1998 and January 2000; semi-structured interviews (62) with workers, employers, and government officials; and documentary research, with a special focus on quantitative data on immigrant employment trends and on the changes to the French garment industry.

This paper posits that factors which analyses of immigrant employment often consider in isolation – particularly immigration law, production practices, and spatial organization of production – interact in complex ways to produce impacts on immigrant employment conditions and opportunities that are much more significant and longstanding than they could have produce on their own, and that analyses of the impact of immigration policy remain incomplete without a careful exploration of these interaction effects.

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[77]

THE HISTORY OF ARTS ECONOMIC DEVELOPMENT: AN EVOLVING STRATEGY FOR DOWNTOWN AND NEIGHBORHOOD REVITALIZATION

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In the era of globalism, U.S. cities of all sizes increasingly champion arts economic development strategies to attract human capital, entice the middle class back to the core, and support cultural tourism—a growing share of many metropolitan area economies. While cities and practitioners feverishly experiment with a variety of financial, political, development, and legislative tools to foster arts growth to create more “attractive” cities, economists debate whether to support arts consumption, arts production, or how to sufficiently evaluate and measure economic outcomes. Geographers and planners study whether there is a causal or an associated relationship between arts agglomeration and the location of highly educated workers. Despite the plethora of interest in this topic, scholarship has not examined the history, scope, and depth of the arts as an economic development approach. Further, questions remain about how much this strategy—including the key players, the appropriate mix and scale of development projects, and the array of tools cities use to nurture arts-related competitiveness—has changed or diversified over the past sixty years.

As part of a doctoral dissertation, this research explores the history of arts economic development as a strategy of downtown and neighborhood revitalization. Through an interdisciplinary chronology, it traces the history of significant projects, innovative financing techniques, transformative legislative efforts, evaluation trends, and academic research. The primary and secondary data sources include census information, state and municipal legislative documents, speech transcripts, biographical material, scholarly journals, and newspaper articles. A better understanding of the evolution of arts economic development from its origin to the present is important for advancing current practice and scholarship. It provides practitioners with a balanced perspective that includes real estate, urban design, finance, government, and planning. Further, it builds a bridge between theory and practice by understanding the different ways that scholars and cities strategize the arts as economic development, implement such projects, and measure economic and social success.

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[78]
**THE INFORMALITY AND SPATIALITY OF SKILL
FORMATION OF DIGITAL CONTENT INDUSTRY
WORKERS**

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This research proposes a comparative study on the role and spatial manifestation of informal social networks in the skill formation path for workers in the digital content industry using cases in Australia and Korea. Counter-intuitive to the digital content industry—which makes extensive use of technical artifacts—is that many components of a digital content product (such as idea development, technological enabling, and incorporation of visual, sound, narratives and technology, and marketing) are conceived and created by human processes; thus, digital content production is skill and time-intensive work. Therefore, advancing digital content workers' technological command and cultural sensitivity is a critical part of their performance and career development in order to maintain a competitive edge, especially to cope with ever developing new technologies and constantly changing consumers' tastes.

However, despite the important roles carried out by creative workers in the digital content industry, studies on workers have been slow to take shape, partly due to the rapidly changing nature of the industry field and partly because the skill formation at the advanced level largely remains in the domain of informal social networks instead of workplace-based skill training. From my prior research on the social organization of production in the digital content industry, one interviewee noted:

"In most cases, I learn news about this industry sector such as the launch of a new technological application, the success of an online game and even instructions for a new software application use from Internet communities. An ideal situation would be to learn during my work hour. But there is no time to learn something new or there is no one to teach me. So I have to do it all by myself and the internet community is a good way to learn things." (from a face-to-face in-depth interview).

A handful of studies conducted on industry sectors involved with the digitization of cultural content such as multimedia and new media industry (Braczyk et al., 1999; Pratt, 2000; Christopherson, 2002; Indergaard, 2003; Britton, 2007) have offered insightful observations that mobility is at the core of skill formation and career development paths in these industries because workers typically move between jobs frequently (in several months to 1 year intervals) to obtain new skills and establish their career paths.

However, my previous research provides different narratives: digital content workers tend to 'stay-put' for a longer period (2-3 years) because the digital content production process takes much longer than the processes for multimedia and new media products. In the digital content industry, mobility is no longer the core mechanism of skill formation and is not applicable to the case of digital content workers. What, then, constitutes the core mechanism of skill formation and advancement of digital content workers that sustains and further advances their career path?

I hypothesize that informal social networks (both online and offline) have become an important source of the learning and development of advanced skills for digital content workers. Based on interviews with digital content workers in Seoul, Korea and Sydney, Australia, this paper explains: 1) how digital content workers utilize their social networks to develop skills and enhance their career paths; 2) what possible problems and limitations may be encountered as a result of heavy reliance on informal social networks to develop skills and career paths; and 3) how individuals move spatially to take advantage of locally embedded social networks to further their careers.

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ARE INTERNATIONAL TECHNOLOGY GAPS GROWING OR SHRINKING IN THE AGE OF GLOBALIZATION?

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Technological sophistication is widely held to shape economic growth at urban, regional and national scales. Yet technology is latent in the economy, and hard to measure. As a result we have little empirical sense of international and interregional technology differences, and how they have changed. This paper examines changes in international technology gaps from 1972 to 2001, using a new indicator of technology, TECH. My index evaluates a country's level of technological advancement across two dimensions. First, I measure the sophistication embodied in an economy's across-product specialization pattern, such that a country specialized in advanced goods earns a high TECH score. Second, I use unit prices to model the quality level of an economy's exports as compared with other exporters of the same products. Exporters of high-quality goods will thus also enjoy high TECH scores. Annual country-level TECH scores from 1972 to 2001 are built up from calculations of revealed sophistication from as many as 15,000 manufactured products. TECH is used to investigate whether 'follower' economies have converged on 'leaders' and closed the technology gap over the period studied. Pushing towards technological congruence are forces of globalization that hasten the spread of ideas. The penetration of communication technologies, and the rise of vertically disintegrated production offer new learning opportunities for less sophisticated economies. At the same time, greater integration results in a deepening division of labor that spurs advanced economies to specialize on knowledge-intensive and innovative activities. This compositional shift may confer advantages upon advanced economies that allow them to outpace the forces of imitation. Multiple methods are used to shed light on the state of technology gaps over the recent period of globalization. Given technology's central role in economic growth, this work should have practical applications to planners and policymakers seeking to upgrade to or maintain high technological competitiveness. This work is drawn from a near-complete dissertation. Dissertation supervisor: Michael Storper.

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INVENTIVE MINDS AND ENDOGENOUS ECONOMIC DEVELOPMENT

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The importance of knowledge creation in economic development has been enormously emphasized in recent years (Romer, 1986; Cortright, 2001; Audretsch and Feldman, 2003). The theory is that generation of a new idea is the first step for invention, which in turn leads to innovation that can lead to further economic growth. Moreover, the New Growth Research pursuant to endogenous growth theory has evidenced that the knowledge can be created within a regional system itself rather than from outside (Stough, 2001; Bowen, 2007).

From these fundamental assumptions of the importance of knowledge and endogenous approach, this study aims to better understand the process of generating a creative idea within the context of endogenous growth. The fundamental level that new ideas are generated is within the individual mind. Therefore this project examines the idea generation process in phenomenological and psychological terms.

Innovation starts in invention, and records of invention can be found in patent data. Therefore, the study will focus upon inventors. Inventors will be studied using both phenomenological research (Van Manen, 1990) and survey methods (Hadamard, 1945; Dillman, 1978). The phenomenological aspects of the research will gather data using interviews designed to help describe how the inventors personally experienced the process of invention. The goal will be to obtain insight into how inventors came up with their new ideas. The psychological aspects of the research will gather data using surveys. More specifically, surveys of inventors will be used to gather data tending to confirm one or the other of two contrasting psychological hypothesis about creative thought, herein referred to as the Darwinian versus the historical view.

If the Darwinian view accurately describes the generation process for new ideas, the endogenous process begins in "blind-variation and selective-retention" process (Campbell, 1960). In this case, the implied economic development policies most conducive to endogenous growth are those along the lines suggested by Beinhocker (2006). In contrast, if the historical view is more plausible (Weisberg, 2005), investments in economic development are more likely to follow historically-determined paths such as those stipulated by staple theory (North, 1955).

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URBAN DYNAMISM BY RENEWING THE FORMER INDUSTRIAL SITES – CASE OF HUNGARY
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Declining urban districts have some characteristic features, namely that the urban landscape is physically demolished, the state of buildings is deteriorating and social declination is complex. A significant result of urban declination is the erosion or cessation of the local economy (i.e. jobs, service, retail etc.).

Urban renewal can regenerate declining districts, affecting the land-use, social and economic aspects of these. The main reason for the emergence of brownfields is economic structural change and the decline of traditional industries. This is where brownfield land is coupled with a severe loss of jobs which, as a direct consequence, results in the decline of the neighborhoods around such sites or even of whole cities. It is necessary to deal with the transformation of former industrial sites in urban policy and management.

In Hungary, after 1989 a strong deindustrialisation process started, with all its characteristics: the proportion share of the industry within the economy decreased and its place was gradually taken over by the service sector. Huge industrial areas became underused and abandoned. Later, considerable changes in function take place in the

brownfields of the cities. This spontaneous change took place within a shorter period of time in the post-socialist countries than in Western Europe. Rehabilitation of the brownfield zones became manifest primarily with the ownership changes following the termination of industrial activities and the rearrangement of the real-estate market after 1990. Urban position of the brownfields has also changed quite often.

After the transformation into a new political and economic system, fundamental changes have started and urban planning still faces great difficulties to handle them. In the areas with high status, industrial functions are replaced by new functions without municipal interventions, exclusively due to market tendencies. In the remaining cases, the passive urban spatial planning practise applied instead of regulations with vision preserves the present unfavourable conditions.

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EMPLOYER SPONSORED PUBLIC TRANSIT INCENTIVES IN ATLANTA, GA: WINNERS, LOSERS, USERS, AND LATENT DEMAND
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Travel Demand Management (TDM) policies are increasingly used to encourage a mode shift towards public transit. By changing the tax code, the U.S. Transportation Equity Act supports employer sponsored public transit passes. This incentive is financially attractive for employers who receive the value of the offered benefit as tax deduction, for employees who receive the benefit tax free, and for public transit agencies who typically increase ridership. Assessing disparities in access, use and willingness to use the incentive can help improve the policy's efficiency and equity outcome.

What factors (e.g. income, gender, employment type) are associated with working for an employer sponsoring transit passes? What are the factors associated with using a pass if the incentive is offered? And, for those to whom the incentive is not being offered, what are the factors associated with being likely to use an employer sponsored transit pass?

We use a subset of employed individuals from a Metropolitan Atlanta travel survey, SMARTRAQ (2001-2002), who responded to items on employer sponsored TDM measures. We categorize individuals based on whether they received a pass, whether they used it and, if they worked for an employer not offering the incentive, whether they would be likely to use it. We compare socio-demographics, and test three logisitic regression associated with the questions.

In the first logisitic regression, low income and employment in sales is negatively associated with working for an employer offering a sponsored pass (n= 3949), while more varied services near workplace reveals a positive association. In the logistic regression of the factors associated with using a transit pass for those who are offered one (n=

864), individuals in the lower income group are negatively associated with using passes, while zero car households and services near workplace are positively associated. Finally, in the logistic regression of being likely to use a transit pass for non-users of transit whose employer does not offer a pass (n= 2871), individuals in the two lower income groups are more likely to want to use a pass. As car commute time increases, so does the likelihood of being favourable to using a pass.

We find an undersupply of public transit incentives for lower income individuals, and a greater willingness to use it when not receiving the incentive. Interestingly, however, lower income individuals were less likely to use the benefit than their wealthier counterparts, suggesting that employment type, a workplace with limited nearby destinations and low quality transit service between home and workplace may add to the disparities in access and use of the measure. Our analysis suggests considerable potential for improving the distribution and effectiveness of the policy.

Doctoral Student: Part of project methodology.

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TERRITORIALIZATION WITHIN THE GLOBAL ECONOMIC FLUX: POSSIBILITIES FOR REGIONAL ECONOMIC POLICY BASED ON COMMODITY CHAIN ANALYSIS

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Urban and regional economic planners increasingly recognize the importance of international and even global economic relations for the economic fortune of their region. The work of Porter (e.g. 1990) urged planners to think in terms of competitive advantage and strategies for claiming their region's share of the economic growth pie. And they rightly do so since evidence shows that people in competitively successful cities suffer less from poverty, insecurity and poor living conditions (Buck et al 2005, p. 280). The fortunes of the world economy might be of even greater influence to the welfare of areas like the Netherlands and Amsterdam that specialize in international trade and distribution and can be seen as a node of these economic activities within global commodity chains. Globalization is often framed in a way that takes a steady deterritorialization of economic power for granted. Nevertheless, some authors (e.g. Storper 1997) argue that economic activities often are still very much territorialized, that is 'dependent on territorially specific resources' (Storper 1997, p. 170). This paper analyzes to what extent

(de)territorialization occurs in the Dutch node of trade and distribution and how this relates to both economic forces within commodity chains and territorial resources like economic policy.

This paper is based on an ongoing case study of international trade and distribution in the Netherlands. More than fifty interviews have already been conducted with professionals in this sector. Also desk research of scientific and professional literature and statistics on the issue has been carried out. The research shows that three different kinds of trade and distribution nodes can be distinguished in global commodity chains (physical distribution, trade network-intermediation, market place) and that these are differently territorialized. A clear picture of the territorially specific resources that are the basis of the competitive advantage of an urban/regional economy within global commodity chains could be helpful to create an economic policy that, in the words of Healey et al. (1995, p. 276) 'can move beyond surviving and adapting in [the] global economic flux, to set the terms of engagement with it.' In the paper the case of long term economic planning for the Amsterdam Metropolitan Area will be used to show how the insights from the research can be translated into insights that are helpful at the practical level of regional and urban economic planning.

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[84]

CREATIVE DESTRUCTION, ENTREPRENEURIALISM AND RENT-GAP EXPLOITATION: CAUSES AND IMPLICATIONS OF THE URBAN RENEWAL STRATEGY IN THE PERI-CENTRAL SPACE OF SANTIAGO DE CHILE (1990-2005)

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Santiago's 'peri-central' area (inner-city) was built during a national Keynesian-populist regime that promoted industrialisation and produced housing in a large-scale for working and middle classes, in the 1950s and 1960s (Kusnetzoff 1975; Castells 1997). A subsequent process of creative destruction (Harvey 2006) under Pinochet's neoliberalisation programme between 1975 and 1990 removed fixed capital, industries and urban infrastructure from these places, and rolled-back the hitherto relatively powerful urban state apparatus, creating several decades of peri-central decline. Currently, there is a thriving and expanding market of urban renewal in this area.

My hypothesis is that the expansion of this process of urban renewal toward many peri-central communities is essentially a second wave of creative destruction, promoted by an entrepreneurial state (Harvey 1989; MacLeod 2002) seeking to increase the rent-gap (Smith 1987; Clark 1995) for being captured by big scale property entrepreneurs.

Urban entrepreneurialism (which theoretically is public powers acting speculatively, directed to underpin private accumulation) actively works here through: a) massive direct and indirect subsidisation from the central government to private urban mega-projects of residential renewal; b) a national construction law and local urban norms that severely hinder modest projects of housing densification and urban upgrading in popular barrios, therefore limiting the right of many small proprietors to stay in these places; c) municipal governance that excludes these grassroots actors from participatory processes in urban planning.

The relation between land rent evolution and this destructive urban entrepreneurialism is examined both quantitatively and qualitatively (land-price and land-use database processed with GIS, open interviews and participant observation with peri-central communities and state officials, and archival data). A preliminary theoretical conclusion is that in a highly liberalised-politically centralised system like Santiago's, the creation and capture of the rent-gap closely depends on governmental urban deregulation and massive subsidisation to the private projects of urban renewal; however, this relation cannot be divorced from the social-political struggles and technical issues involved in rent-gap accumulation. A policy conclusion is that more flexible building regulations and real subsidies for upgrading of social housing are needed, for capturing and socially redistributing the rent gap.

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HIDDEN TALENT: SKILL FORMATION AND LABOR MARKET INCORPORATION OF LATINO IMMIGRANTS IN THE UNITED STATES

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Immigrant workers with high levels of education are increasingly recognized as key contributors to the economies of industrialized nations because of the human capital skills they possess. This is due primarily to an application of their professional experience and

educational training to business and product development. Less understood are the skill levels and contribution of immigrants with lower levels of education—a population long associated with manual labor in low-paying, dead-end jobs. Drawing on a grounded empirical analysis of North Carolina's commercial construction industry, this paper examines the processes through which immigrants from Mexico and Central America build skills outside of formal education settings and the conditions under which these skills are recognized, valued and rewarded by U.S. employers.

This paper relies on a multi-level research design. A key component involves structured interviews with immigrant workers, their employers and supervisors and key institutional actors (e.g. representatives from unions, industry associations, work centers and colleges). Additionally, we use a combination of methods to examine the history and growth of the construction industry in North Carolina, thereby allowing us to capture the transformative forces that have altered hiring and training practices in recent years. This contextual analysis also allows us to understand the skills development experience of native-born workers and use this as a basis for comparison.

Using this design, we explore the following questions: What skills do immigrants bring with them to their U.S. construction jobs from their work experiences in their home communities? Under what conditions are these skills recognized, advanced and rewarded by U.S. employers? What role do mediating labor market institutions and co-workers, supervisors, and employers play in immigrant skill development? Does the process resemble the pathways historically experienced by native-born workers in the building and trades industry? And finally, does skills recognition and advancement facilitate opportunities for social mobility, as evidenced through higher wages, greater job stability and entrepreneurial activities?

While our research challenges the dominant human capital model and assumption that less educated migrants are unskilled, it also documents the unique institutional obstacles that can make it more difficult for these immigrants to demonstrate and defend their skills. These obstacles include: (i) the increasing reliance on tacit, rather than codified or certified skill, which can act to hide or obscure immigrant talent; (ii) the growing distance between employers and their immigrant workforce and related use of immigrant brokers for hiring, supervising, and training; (iii) the loss of formal institutional support for career advancement, including union-backed apprenticeships. This research considers the role each of these factors play in blocking pathways to social mobility. At same time, it explores the policy and institutional supports that can be useful in transforming these forces into new pathways for immigrant advancement.

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LOCAL ECONOMIC DEVELOPMENT RETURNS TO CONVERTING TO A LOW CARBON ECONOMY: A RATIONALE FOR SUBSIDIZING SUSTAINABILITY

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This paper assesses the economic development returns to local public investments in energy conservation and power alternatives. The issue of public capture of those returns, in the form of local tax revenues making possible further investments in improving infrastructure and public services that distribute gains across entire populations rather than relying on trickle down from local subsidy recipients is central to the proposed analysis since that expenditure expands the multiplier effects.

While many European local authorities have adopted measures to reduce carbon use (often under requirements from national states), such activity in the United States remains limited. This is ironic, since US localities, required to rely on their own taxing powers for operating funds, are more capable of capturing financial returns from economic conversion than are local authorities more reliant on central government grants.

Local energy policy in the US has focused on efficiencies in government operations and sometimes on changing land use patterns, with a few instances of efforts to expand public demands for local goods and services to generate local employment. US localities have rarely promoted household or business energy action, despite evidence of substantial economic returns to such efforts and growing warnings of the long term costs of global warming.

Even when public capital is committed to reducing emissions, potential economic returns are undervalued, so actions are limited: Progressive Berkeley, CA, for example, provides capital to homeowners installing rooftop photovoltaics to generate electricity, recouping loan repayments through higher property taxes, but ignores business properties. With a better understanding of economic returns, Berkeley could take advantage of the interest rate differential between taxable and tax free borrowing and might discover that a loan program for commercial buildings could allow business to cut costs, increase local competitiveness, and generate more local taxes.

Drawing on economic analysis of returns in investment in energy alternatives conversion and the structures of local taxation in the US, this paper will develop an approach to determining local economic returns to all the local public sector returns to public investments in such conversions. Factors to be considered will include impacts on total housing and other building costs (including both construction costs and operating expenses), effects on the relative cost-efficiency of local businesses and job impacts (using an adaptation of shift-share methodology), and the extent to which local tax and expenditure policies lead to sharing across the community of the economic benefits of such investments.

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REGULATING THE (STREET) MARKET

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Typically when we think of street markets we think of chaotic places full of energy and vibrating with danger and opportunity. Traders or governments create markets to meet existing and emergent demands as well as the unintended consequences of other policy decisions. It is this institutional design, this governance, this regulatory process that provides access to the market and organizes the vending space therein. Public and private entities operating in fiscally constrained environments should attend to the variety of ways there are to establish and regulate markets. Municipalities typically assume that a detailed management scheme is the best approach to managing access to markets and organizing the distribution of space, the assumption being that chaos would result in the absence of the state. However, this is not necessarily the case, merchants' can self-organize access to space as well as a stable and flexible spatial order, and this self-organization can minimize costs, improve access, and contribute to social goods and goals associated with having a public market.

This article provides an empirical justification for this claim by examining the creation of Chicago's Maxwell Street Market (hereafter the Market), and describing the subsequent changes in the regulatory scheme of that Market. This discussion recalls Polanyi's observation that all markets are regulated, one way or another, but that the forms and character of regulation obviously varies -- and thus this article argues the thesis that even in apparently unregulated markets we will find regulation, self-created, that produces a social order, in this case a stable and flexible order that accommodates a variety of private and public circumstances and goals. Our case is Chicago's Maxwell St. Market, which between 1973 and 1994 resembled unfettered capitalism. An ethnically heterogeneous multitude of street entrepreneurs organized vending space with little violence in the absence of stable, state sponsored, legal expectations. But this self-organization is nested in an overall history of unregulated street commerce in the area, starting in the 1870s, followed by the City government's creation and regulation of the Market in 1912, then a period of regulation lasting 60 years, followed by a radical change in the regulatory regime that produced a self-organized Market for about 20 years, then finally the City recaptured the Market and has regulated it again since 1994. Planners and policy makers will find this case interesting for three reasons: first, it is an interesting history of public markets and planning interests, second, the data indicate how an ethnically heterogeneous population can self-produce a flexible and stable social order and third, planners and policy makers concerned with locally appropriate and economically efficient, combinations of government and self-regulation of economic activities might apply lessons from this case to the large and growing interest in public markets around the country.

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CREATIVITY & COMPETITIVENESS THROUGH DESIGN POLICY

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Increasingly design is recognized as a competitive advantage, with some heralding the arrival of a design economy. A successful economy ultimately depends on the sale of goods and services, and consumers make purchases based not on the science or research invested in a good but largely because they want them. Not surprisingly, therefore, there is a direct correlation between good design and success factors such as productivity, innovation and global competitiveness. When supported by good design, new technologies, infrastructure and even legislation can level the playing field for small and medium sized enterprises and provide significant advantages for those regions and nations that deploy them first. In the US and Canada, some municipalities have enacted design guidelines to manage new developments, but a growing number of countries are beginning to focus on the concept of public design policies on a national basis to deal with critical concerns such as sustainability and productivity.

This paper examines and compares the nature and extent of national design policies and strategies in several countries, including UK, New Zealand, and India, with a particular focus on South Korea and Singapore, the two countries with the most vigorous and progressive design policies in the world. The paper presents findings on the components, processes and impacts of the design policy, and implications for other countries and regions considering crafting their own approach to design. The research was based on in-depth case studies of South Korea and Singapore, and supplemented by document and secondary data analysis of national design policies in other countries.

This paper is seen as filling a gap in the economic development literature on creative cities strategies. While conventional strategies have largely focused on attracting talent (see Florida, 2003), this

study reflects on industrial development policies designed to strengthen other aspects of creativity and innovation in the economy.

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URBAN DECLINE, LEGACY CAPITAL AND AGGLOMERATION ECONOMIES

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1. Central Theme and Questions

Over the last 50 years, many cities in the U.S. have experienced prolonged periods of urban decline, often as a result of external shocks that severely disrupted their economic base. However, some cities have succeeded in reversing direction, while others have not. This study looks at the reasons for the difference.

Two key concepts are introduced to explain the difference: Legacy capital (immobile and non-malleable capital that is left behind by departing firms) and agglomeration economies. We investigate how the two concepts are linked to each other and how they impact cities during periods of decline. We also examine whether these impacts have changed over time.

2. Approach and Methodology

Even after firms and their employees move out of a city, legacy capital such as buildings and infrastructure remain, with both positive and negative impacts on growth and productivity. On the one hand, this capital can be reused by the remaining firms as a cheap input. Using this capital will save firms' production costs and the economy should grow more than it would otherwise, leading to a slow-down in urban decline.

However, the re-use of capital is not without cost and as a result, some capital may remain idle, as the cost of switching exceeds the benefits from re-use. Also, switching to new uses may take time since sellers must search for possible buyers and adjust their expectations. The likelihood that capital remains idle is the higher, the greater the cost of switching. The likelihood also rises the less diversified the industrial mix because specialized economies will have greater difficulties absorbing capital from a departing sector. Idle capital has negative impacts on growth and productivity, as idleness creates negative spillover both at the neighborhood and city level. Agglomeration economies also impact urban decline by influencing firms' productivity and inhabitants' utility. Agglomeration economies also become a legacy in the sense that business environment and urban amenities last a long time, once created. Therefore, they can mitigate or accelerate the process of decline depending on the magnitude of positive / negative externalities.

An empirical model is estimated for large American cities that experienced population loss for two decades or more since 1950. The model explains the rate of decline as a function of the non-malleability of legacy capital, various agglomeration (dis)economies factors, and other associated regional attributes. We estimate the

model for different time periods to compare inter-temporal differences of the effects.

3. Relevance of the Work to Planning

This work empirically identifies key factors in urban decline. Hence it contributes to the formulation of urban policies that may mitigate decline. Inter-temporal comparison will also give policy makers some idea about changes that have taken place over time.

4. Key Data Sources

Published data are being used from the following sources: U.S. Census, Census of Governments, Regional Economic Information System (REIS), County and City Data Books, State of the Cities Data Systems (SOCDS), and Census Transportation Planning Package (CTPP).

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THE GEOGRAPHY OF EBAY: MUCH ADO ABOUT SOMETHING USED

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There has been 'much ado' about eBay: from its spectacular growth, sheer expanse, and entrepreneurial-based activities, to its supposed 'leveling' of markets. However, there has been little analysis about the potential of eBay to impact local economic development. In this paper, I examine the relationship between eBay's 'virtual' secondary markets and locally embedded retail opportunities for second-hand products. I articulate the role of eBay in bolstering secondary markets and related opportunities for entrepreneurs. I then explore the spatialized nature of these practices in relation to local economic development.

eBay is important for at least three reasons. First, as an established and regulated e-commerce mechanism, it has helped expand, re-orient, and concentrate many secondary markets, from jewelry to collectibles. It has also created new markets, commodities, and cultures of collection and consumption (DeLyser et al., 2004). Because of the nature of eBay auctions, on-line market participants have access to information about value that may not be immediately available to spatially embedded retailers and customers. This raises important questions about how the transparent pricing structure of eBay influences the market value of products sold in local transactions.

Second, eBay is likely to impact embedded retail activity, although the nature of this impact is uncertain. On one hand, local thrift stores and pawnshops may become less enticing, obsolete or re-spatialized. Yet, much of the activity of eBay-selling entrepreneurs is place-based, and potentially urban. eBay entrepreneurs often access goods in 'real' space, such as urban-based outlets, wholesalers, and flea-markets. Others have set up local eBay 'drop shops'. Furthermore, many eBay retailers remain place-based, but augment local sales with eBay transactions. In addition, the cultural quest for 'alternative and

authentic consumption' that is often linked to urban retail experiences may partially mitigate losses associated with eBay's displacement of local retailers.

Third, eBay has expanded economic opportunities for retailers in secondary markets. According to eBay, 500,000 people make most or all of their income from eBay. These jobs may be primarily urban, as cities are prime sites for the collection, bundling, and packaging of secondary or recycled goods. Research indicates that rural residents disproportionately make eBay purchases suggesting that—in certain secondary markets—urban eBay entrepreneurs are capitalizing on the Internet-purchasing practices of rural consumers.

This paper will draw from existing studies and first-hand interviews with eBay sellers and customers, and thrift stores and flea market retailers in the Chicago area. Using data mining techniques, I will also estimate the size of the local market for eBay in Chicago: e.g., an accounting of full-time sellers and drop shops. This data will be used to explore how—despite their seemingly "virtual" nature—the activities and processes surrounding eBay are intimately spatial, albeit in complex and new forms.

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ARCHITECTURAL ICONS, URBAN REGENERATION AND URBAN COMPETITIVENESS

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In a globalised world, cities have increasingly had to develop their own competitive strategies to capture economic growth quite independent of national economic conditions. Culture has become a centerpiece of many such strategies. The model of 'cultural regeneration' has seen an increase in the number of purpose-built architectural icons all over the world. These structures function as magnets for investors, visitors and local residents. They frequently come to symbolize much more to the city than was intended by their original function. Such cultural projects can require enormous investment. Consequently, they attract much public attention and raise disputes about their contribution to the urban economy.

The purpose of this paper is to critically examine the role and success of architectural icons in urban competitiveness. Globalization has created 'interchangeable cities', yet to be able to compete, cities need to market their unique values. On the world stage, cities compete with physical, human, natural and cultural capital. Physical and human capital is mobile and can be reproduced. But to a large extent, the truly unique values are derived from natural and cultural capital.

The paper focuses on how the deployment of a city's unique values – intrinsic in architectural icons as cultural capital – attracts domestic and international visitors. To describe this process the paper looks at the example of the Sydney Opera House in the context of the City of Sydney. Images of architectural icons are widely commercially exploited by all types of businesses; they become the symbols of cities (even nations) and contribute considerably to city branding and place selling. The impact of architectural icons on urban competitiveness is tremendously powerful as they transform perceptions of a city, changing world attitudes towards the city.

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REGIONAL DEVELOPMENT AND ECONOMIC SHOCKS: ASSESSING THE IMPACT OF HOSTING MEGA SPORTS EVENTS ON REGIONAL ECONOMIC GROWTH

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Providing sporting activities and sports infrastructures have become an important concern of urban planning and management. Similarly, organising sporting competitions has known considerable impetus. Their scale and reach represent a myriad of opportunities for regional development that many cities wish to capitalise on. The Olympic

Games and the FIFA World Cup are at the forefront of these mega sports endeavours.

Cities worldwide compete to host these events, using them as a strategy to place themselves on the global stage, reinforce their regional dominance or to attract new investment, often to be channelled into major regeneration projects. However, staging these mega events places considerable pressure on the hosts, both in terms of resources as well as planning. Furthermore, the impacts are manifold, affecting the region's economy, infrastructural network, social structure and environmental balance. Therefore, it is fundamental that city officials and policy-makers are aware of the implications of engaging in bidding for and hosting these mega sports competitions.

This paper focuses on one dimension of the potential impacts accruing to host regions: the long run economic impact. Events of this nature can be considered to be economic shocks, impacting the region and potentially altering its development path. Traditional growth theory approaches these shocks as temporary fluctuations away from the long run trend, which is considered to be mainly determined by supply factors. However, in the last couple of decades, developments in time series analysis, namely unit roots testing and cointegration analysis, and spatial econometrics have shown that demand shocks can effectively change the region's growth path and that of its neighbours.

This research aims to contribute to the aforementioned topic of shock persistence. It tries to address the nature of these particular demand shocks, both in terms of their time scale as well as their spatial magnitude. It specifically tries to test whether there is a significant impact on the long run trend of regional productivity as well as the economical implications for neighbouring regions from hosting these mega events.

The Barcelona 1992 Olympic Games will be used as the case study. Time series analysis using vector autoregression and cross sectional analysis using models with spatially autocorrelated data will be conducted with data on the Spanish Regions (NUTS 3 statistical units) to test for the significance of the time and interregional impacts of hosting these mega sports events.

This paper is drawn from the ongoing research. It represents one of the main chapters of the dissertation.

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URBAN IMPLICATIONS OF CULTURAL POLICY NETWORKS

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In the last decade, greater attention has been given to the role of cultural heritage and the arts in revitalizing and regenerating central and peripheral areas of contemporary cities. From different disciplinary points of view, several scientific journals have recently published special issues on this topic. Undertaking the general background and changes of the global economy (e.g. the growing role of services and immaterial production, knowledge-based economy) and of western society (e.g. more time for leisure, growing expense for culture and entertainment, open society), this literature forecast an urban renaissance fostered by the economic and social externalities granted by the localization of artistic, and more generally cultural and creative activities.

The intersection of urban and cultural policies has recently been at the center of international debate. The cultural planning approach argued that cultural institutions and producers display positive effects in contemporary cities. The economic literature explained the spatial organization of cultural institutions and producers. Concerning the urban implications of such policies, other authors tended to be more skeptical, and they have made several critical observations that can be better unfolded through the analysis of cultural networks in urban policymaking. Drawing on an extended case study of Baltimore's Mount Vernon Cultural District, this paper shows these critical factors are relevant, but not determinant since they do not explain how and why cultural policy networks intervene in urban policymaking. In Baltimore the network of cultural organizations have promoted revitalization by framing a specific area as a common campus and by integrating multiple public, private and nonprofit policies on this spatial basis. The paper suggests considering the important, but still ambivalent, implications of cultural networks for urban policymaking.

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INTELLIGENT TERRITORIES: BEYOND RHETORICAL SPACES IN URBAN REVITALIZATION STRATEGIES

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Since the mid 1980s, European cities and regions have been increasingly concerned with competitive restructuring and economic growth. This concern goes hand in hand with a rediscovery of the role of urban areas in the performance of regional and national

economies as a whole. But, in a context of a radical transformation of production and demand conditions globally, the search for competitive redevelopment has led to major changes in urban policy formulation and implementation. The almost century-old concern in urban policy making with the adverse externalities of rapid and often anarchic urban growth has been replaced by the emphasis on achieving competitive advantage and finding a new role in the changing global economy. The new urban policies of the last decade and a half seek overwhelmingly to reassert the position of cities in the new global economic competitive climate and its associated technological, cultural and social transformations. This paper focuses on two important side effects of this process; on the one hand, the conspicuous subordination (colonization) of planning to the imperatives of economic growth and competitiveness; second, the need to develop a new planning toolkit to deal with the challenges posed by the changing social, economic and political context and, particularly, the shift from a manufacturing based to a new knowledge based economy. The first section discusses the changing context for urban development and planning in the new learning economy. The second, examines the current rise of the "creative city" as a key and potentially misleading policy reference for the successful city and the consequent emphasis on the production of new spaces for the creative economy/city. The third, builds upon Bilbao's well-known urban renaissance model to raise critical questions about not only the aims and targets set by the New Urban Policy agenda but also the means, tools and procedures deployed to achieve them. As the city strategists attempt to launch a "second urban revolution", the shortcomings of emblematic project-led physical regeneration are being massively exposed.

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[95]
THEORY AND PRACTICE OF THE CREATIVE CITY THESIS: THE CASES OF AMSTERDAM AND ROTTERDAM
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The creative city has been a hype during the past years. It has had a considerable influence on urban policy, also in the Netherlands. In this paper, we reflect on the long-term value of the creative city thesis, particularly from a local economic policy perspective.

We address the questions a) what are the key elements of the creative city? b) to which extent can these key elements be applied in local cultural, economical and spatial planning policies? c) to which extent are they already being applied in local policies? and d) what could be the more permanent value of the creative class thesis for local planners and policy-makers?

First, we perform a systematic, comparative analysis of the main authors dealing with the creative city thesis in terms of the key elements of the creative city they emphasise. We focus primarily on sources that approach urban economics from a people-based rather than a business-based perspective, and which focus on the role of (specific elements of) urban climate and quality.

Second, we analyse the role of the key elements of the creative city thesis in local policies in the two largest Dutch cities, Amsterdam and Rotterdam. In terms of creative city development these cities have a rather different profile, which may be reflected in local policies. The analysis will be based mainly on local and regional policy documents, as well as a number of socio-economic and spatial statistics, which we will obtain from various sources.

Finally, we discuss the long-term value of the creative city thesis with regard to the city and local policy-making. What will be the lasting message from the creative city hype for cities in general, and which of its key elements could provide a more permanent basis for economic development in Amsterdam and Rotterdam?

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URBAN BROWNFIELD REGENERATION IN TURKEY: AN ANALYSIS OF A CASE STUDY IN ISTANBUL

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In this research private sector involvement in regeneration of urban brownfield areas is investigated in order to create value at an old industrial area that lost its function and economic value. This research addresses to strategies in order to generate values within strategic partnerships between related stakeholders in the regeneration process and to realize redevelopment of urban brownfield areas in the post-fordist era.

This paper examines brownfield regeneration efforts in Silahtaraga Site, focusing on the role of strategic partnerships and value creation in a brownfield regeneration site. The site, which is located in the earliest industrial zone, at the end of the Golden Horn in Istanbul, includes the first power station of the Ottoman Period. Covering a land of 118,000 sq m area, Silahtaraga Site was redeveloped into a university campus, including a modern art museum and an energy museum, a public library, and other facilities for educational and social purposes.

The research is based on structured interviews with a variety of stakeholders, including consultants, developers, planners, and other related public and private representatives to examine the participation of actors, policy implications and to highlight key lessons. The paper investigates factors that sustain attraction of private sector as well as their motives and priorities for investment into urban brownfield areas.

I am a doctoral student, and my proposal is drawn from an approved dissertation proposal. This research is a pilot study of my doctoral dissertation, which aims to determine how Istanbul is performing in terms of brownfield redevelopment activities, what kind of a strategic partnership among stakeholders is needed, how these partnerships can contribute to create more efficient uses, what effects of government support of such activities have been, and how the value creation can be optimized.

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THE MEMPHIS MUSIC MAGNET: CREATIVITY AND COMMUNITY ENGAGEMENT IN THE CLASSROOM

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The importance of harnessing creativity in cities has been made abundantly clear in both academic literature and popular press. Class discussion on this topic, however, often leads to difficult questions about how cities can appropriately operationalize the quest to tap into and capture the "creative class."

This paper reflects on the experience of developing and teaching a class designed to explore the potential to generate economic development and neighborhood revitalization by promoting creativity, arts, and culture. The course focused on applying related tools in a community-based project, dubbed the "Memphis Music Magnet," with the specific purpose of attracting and supporting musicians and the music industry in Memphis. There is reason to believe that music is both an important heritage industry worthy of special attention in Memphis, as well as a foothold that can be used to climb into the new creative economy.

The class examined successful arts-based revitalization programs like Paducah, Kentucky's "Artist Relocation Program" to determine the feasibility of creating neighborhood level change in Memphis through implementing "musician relocation incentives" alongside other original ideas developed in collaboration with industry representatives and community stakeholders. Students also studied the past and current composition of the music industry in Memphis and examined general trends within the industry to determine the broader economic development impacts of such a program.

This paper shares the findings and outcomes of the class project, and discusses pedagogical lessons learned from the challenges associated with this unique class experience. These challenges stemmed from the difficulties of operationalizing a non-traditional approach to community development (arts-based), within a non-traditional framework for a planning applications course (leading to a product very different than the typical studio-produced neighborhood plan), while arranging partnerships with non-traditional stakeholders (musicians).

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SEGREGATED CITIES AND LABOR SUPPLY: THE IMPACT OF SEGREGATION ON COMMUTE COSTS AND INCOME
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Several studies have explored how segregation of low-income minorities and skill-appropriate jobs has impacted access to jobs and employment rates (Kain, 1967, Raphael, 1998, Ihlanfeldt and Sjoquist (1998), Raphael & Rice, 2002). However, not only employment but the level of employment, or hours worked, is clearly important to the income and well-being of families. While these studies have focused on job access and employment rates, no studies to date have examined how racial and economic segregation has affected the level of employment of minority and low-income workers.

Standard economic theory states that workers will choose not to work if the wage rate falls below their reservation wage, the wage for which working will increase the workers utility level, or well-being, relative to not working. This wage rate is determined, in part, by fixed time and monetary costs associated with working as well as individual preferences. However, low-wage jobs provide little compensation for commute costs, creating a disincentive to supply hours of to the labor force. Therefore, the degree racial and economic is correlated with increased distances between jobs and residences in cities and thus higher commute costs, this theory predicts a bi-modal distribution of work hours in which workers either supply no or little hours to the labor force or supply larger than average number of hours to compensate for these high fixed costs.

This study examines how economic and racial segregation in cities affects the fixed costs of employment and the subsequent supply of hours to the labor force and income for low-income and minority workers. Specifically, I examine whether differences in fixed labor costs and subsequent labor supply are attributable to differences in access to transportation and the quality of transportation in metropolitan areas across the U.S. using data from the 1990 and 2000 Census Public use Microdata Sample (PUMS) and the National Transit Data base. Additionally, I explore how transit quality, types of transportation investments, auto-ownership, and urban form impact these relationships.

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[99]
TAKING THE HIGH ROAD OR TAKING CARE OF BUSINESS?: DEBATING EMPLOYER ENGAGEMENT IN WORKFORCE DEVELOPMENT
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In recent years, a number of U.S. cities have attempted to reorient their publicly-funded employment and job training programs around the needs of businesses, reflecting a broader paradigmatic shift within the field from a social service toward a business service approach. One consequence of this shift is that workforce policy makers and practitioners are increasingly faced with difficult questions about whether to make their services broadly available to all employers, or instead, to target them only toward businesses providing quality employment opportunities. On one level, pressures to target "better" employers can be thought about pragmatically in terms of concerns about successful jobseeker employment outcomes (e.g., job retention), as well as resource scarcity. But to what extent do employer-based workforce development initiatives pose normative questions for policy makers and practitioners in the field – and expose normative differences among these actors – about the ends toward which these efforts are pursued?

This paper examines this question through a multi-level case study of the City of Chicago's Workforce Centers for Business initiative. In 2005 the City of Chicago reoriented a portion of its federal Workforce Investment Act funds – traditionally earmarked toward

disadvantaged and displaced workers – toward the establishment of two centers dedicated to serving the workforce needs of businesses in the manufacturing and “service” sectors (i.e., retail, hospitality, customer service). These centers operate with the business as the primary customer, linking backward to a host of other City-funded employment and training agencies to source qualified job candidates and provide ancillary business services such as incumbent worker training and tax credits. Drawing on extensive interviews with agency and program staff, industry and community stakeholders, as well as employers, this paper explores the disagreements that have emerged among key actors about where to target the centers’ services. The nature of these debates differ considerably between the two sectors, but what they have in common is the use of argumentative frameworks – such as “high road/low road” business strategies and career ladders – that link together explanatory theories of labor market activity with normative ideas about values underlying policy choices and desired outcomes. At the crux of these debates is the issue of whether a more employer-engaged workforce development field should adopt a more active role in molding labor market dynamics, especially at the bottom end of the market.

This paper contributes to the emergent literature in the field of workforce development and its focus on employer- and sector-based strategies, but also to theoretical debates in urban planning and political science about policy argumentation and discourse. In particular, it demonstrates the importance of Rein and Schön’s (1993) concept of policy frames – and their underlying argumentative structures – in shaping what workforce development policy makers and practitioners consider both possible and desirable outcomes of their efforts. By tracing surface-level disagreements among workforce development actors to these differing policy frames, we can better assess the implications of the shift toward employers within the field.

This paper is drawn from an approved dissertation proposal under the supervision of Associate Professor Nik Theodore, theodore@uic.edu.

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INDUSTRIAL CLUSTERS AND POVERTY REDUCTION

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Poverty is a multidimensional fact, featured by low consumption in consequence of low income, nutritional deficiency and hunger, difficult of access to sanitation and education, and vulnerability

against social and economic shocks. In the vicious circle of poverty; low income creates barriers to get basic needs, commodities and services, and lack of access to commodities and services limits income-generating opportunities. It’s more complicated to build a poverty reduction strategy when all social factors are taken into account with this multidimensional phenomenon of poverty.

Industrial clusters can be defined as network of interdependent firms (including suppliers), knowledge generating agents (universities, research institutes), institutions and customers, linked to each other in a value chain. Developing clusters in geographic territories will harmonize use of the natural, work-force, and infrastructure resources by enriching the competitive advantages of the territories with the advantages offered by the geographic location.

Poverty is one of the priority challenges for the nation. To improve rural areas economic and social health, geographical clustering should be an effective manner. Industrial clusters could make some contributions to stimulate poverty reduction in following five benevolent sides, thus this paper seeks some answers to prove these contributions:

Clusters and Livable Community: Livability and quality concerns are becoming community’s most valuable economic asset. Could clusters stimulate the vital centers of regions, and promote interaction among people?

Clusters and Workforce Development: Do clusters have opportunities to build better connections with education and training providers to closely meet the needs of the labor force?

Clusters and Innovation: Could a geographic clustering be a mechanism for transferring and sharing of knowledge, skills and experience when the components of the learning network are in the same territory?

Clusters and Decentralization: Do clusters enable right connection mix of communities, private firms, workers, government regulators, technical institutes, industry associations, and NGOs?

Clusters and Social Capital: Do partnership of public-private-NGO promote communicating and do these social interactions produce an added value?

By explaining clusters, this paper will build a five-factor conceptual framework to clear the effects of industrial clusters on poverty reduction and standards of living. This conceptual framework will be detailed in the light of the global evidences and experiences in development countries. Also, a strategy will be generated to apply concept of industrial cluster approach in rural and the least developed areas.

I'm a doctoral student at Industrial Engineering Department in Istanbul Technical University, and there is no connection between my proposal and my doctoral dissertation.

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[101]

THE NELSON MANDELA STATUE IN SANDTON: BRIDGING OR BROADENING THE URBAN DIVIDE?

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Since the dawn of a new democracy in South Africa, cities in South Africa have experienced the rise of the new symbolic economy in which image representations of towering personalities who are political figures are used as central cultural resources for urban regeneration. Many areas have incorporated elements of these symbolic resources in their design and physical plans for urban development. This has been enhanced by planning authorities in the adoption of policies and activities that promote the development of cultural industries to improve the attractiveness of cities especially by developing 'creative districts.' However, as social, economic and political signifiers, some of these cultural resources have been instrumental in the reproduction and reinforcement racial division and social inequalities, while they act as mechanisms for urban integration at the same time. One of these symbolic resources is the statue of Nelson Mandela in Sandton City, Johannesburg. This paper explores the location of the Nelson Mandela statue in Sandton and debates the various conflicting arguments associated with the allegory of its symbolic impact. The paper, through the wave of various debates explores the possible ways in which planning can respond positively to the implications of symbolic economy in South Africa and how it can be used productively to promote social justice in urban development.

This abstract is for a chapter eight of my doctoral research in Oxford University, based on Johannesburg. It is submitted for tract two of the designated themes.

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HOW DO MEGA-EVENTS IMPACT LOCAL ECONOMIC DEVELOPMENT: A COMPARATIVE STUDY OF BEIJING AND SHANGHAI

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China has been experiencing a fast economic growth after it adopted economic reform policies in the late 1970s. With its economic expansion, China also becomes more and more active on the international platform. Big cities are the leading actors and some major cities tried to use mega-events to enhance their national or international reputation as well as their economic status. Beijing won the bid to host the 2008 Olympic Games in 2001; while in 2002, Shanghai won the bid for the 2010 World Exposition.

Mega-events such as the Olympic Games and World Expositions do bring more fame to the hosting cities, but it is always arguable whether they bring "profits" to the hosting cities. Many economic impact studies in the past focused on the financial return of large-scale infrastructure investment. Some examined whether mega-events delivered the projected economic benefits to the hosting cities (Hamilton & Kahn, 1997; Owen, 2005; Porter, 1999; Rosentraub, 1994).

Our study takes a new approach to examine how winning mega-event bids may impact the hosting cities' economic development and/or improve their images and status in the global market. Our study will conduct a full-scale examination of Beijing and Shanghai's economic development indicators, including population, GDP in a variety of economic sectors, business profits, resident income level, and so on, for the years before and after they won the bids for the Olympic Games and World Exposition. The annual change of these indicators in these two cities will be compared with the average national changes in China to reveal any different developmental pattern. Our study will also examine other indicators, such as Foreign Direct Investment (FDI), import and export, FIRE (financial, insurance, real estate) GDP, air and port traffic, and so on, to measure these two cities' performance in the global market. Most data will be retrieved from the Statistics Bureaus of Beijing, Shanghai, and China. This ex-ante study will try to answer the question of winning mega-event bids brought any thrust to the economic growth in Beijing and Shanghai and/or improve their economic status in the global market. It will also provide a model for further studies on ex-post impact brought by the mega-events in these two cities.

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SMALL BOXES – PLANNING STRATEGIES TO DIRECT FOOD RETAILING DEVELOPMENTS INTO GERMAN NEIGHBORHOODS AND TOWN CENTERS

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Seldom community planning and design meets profit maximization as hard as when dealing with retailers and retail developments. That applies particularly to the food retailing industry. In the past two decades food discount stores and supermarkets have left their “foot prints” all over the German built environment. They located not only in suburbia but could be found in most neighborhood and town centers. As location and sale strategies are revised, especially in the past 10 years, more spacious and automobile-locations are searched for following the path of big box retailers and shopping center developments. In this relocation policy especially neighborhood centers and main streets are losing their most important local food suppliers. Affected are here above all the quality of local food supply, the stability of neighborhood centers and the built environment. Especially for the less mobile and financially weak population the access to everyday consumer goods is reduced already in some parts of German cities (Kahnert 2002, Hatzfeld 1987). At lost are also the small neighborhood centers as a whole. They are losing their main anchor store (Bleyer 2003, Schröder 2000). In addition, in these centers food markets are not only important food suppliers, but also places of communication and centrality to a community (Steffen/Weeber 2001).

In the last five years therefore the questions of securing local food supply and directing or holding food retailing in central location within neighborhoods has been one focus in German planning debates and research. By spatial planning law municipalities have to secure access to local food supply and the traditional neighborhood and town centers as places of supply, identification and heritage. Compared to big box stores the food markets are small (Therefore the term SMALL BOXES is used.), but the structural integration of the food retailers into mostly densely built up central locations puts planners before a new task. There is also a large uncertainty in handling the retail developers and the spatial demands of food market operators, above all the very fast expanding food discount stores of companies like ALDI or LIDL. On the one hand neighborhood centers and main street food stores are in danger of this type of retailers (There is the saying of “ALDI-ing” the German built environment, food retail industry and local food supply (Sethmann 2004).) On the other hand the planners see possibilities, that food markets in general can stabilize traditional neighborhood and town centers (ILS 2006:29).

With this background the presented research work focus on two questions:

- (1) What will be the future role of discount food stores and supermarket developments in neighborhood and town centers and in the means of local food supply?
- (2) Which planning instruments and policies can be used to influence the location and design of food retail developments?

To answer these questions the history of food retailing, today's food market developments and location strategies of retail companies were studied. The view and needs of retailers and real estate developers as well as the municipal planning practitioners were represented. They are compared to research studies dealing with impacts on local food supply, town and neighborhood centers and built environment by the retailer's location strategies. 69 town and neighborhood centers of the City of Dortmund with 164 food discount stores and supermarkets were used as a case study, to explore urban structural impacts of food

market developments and to identify potentials and challenges for the integration of food retail developments into traditional town and neighborhood centers.

In addition six good-practice-projects where selected from different cities in Germany that represent prototypical town and neighborhood types as well as different retail companies. Stakeholders where interviewed to explore, which factors, planning process and planning instruments where used to successfully develop a project, that meets the need of the retailer, developer and the community at the same time. The research concludes in recommendations to German municipalities on how to work with food retail companies and how to direct food-retailing developments.

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[104]

REALISING SOCIAL AND PHYSICAL OBJECTIVES IN PROPERTY-LED URBAN REGENERATION: EXPERIENCES IN LYON (FRANCE)

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The “recycling” of previously urbanised land in urban regeneration projects is an important objective of current policies of local planning authorities throughout Europe (Couch et al., 2003). In these projects, an increasing reliance on private funding, and hence on market mechanisms, can be observed. There is no market for real estate in the areas concerned, the argument goes, and as a consequence the areas do not attract the investment that is necessary to renew them (Piron, 2002; Guy et al., 2002). Interventions of the planning authorities in first instance aim at making the area attractive for private investors and developers. If they manage in doing so, the market mechanism will take over and pull the area out of its deprived situation by re-establishing the supply-demand interactions at a level that would make it meaningful for buyers and sellers to interact.

The creation of value in regeneration projects of this type is in first instance a result of public investment. The main reasons for which the public sector engages in urban regeneration of this type can be classified in three broad categories: social objectives (e.g. the realization of a certain quantity of social or affordable housing), a concern for the urban form (both “architectural” and “environmental” characteristics), and the realization of public facilities. All these

stakes have financial repercussions. The question how part of the value that is created in the regeneration projects can be used to finance the “quality” of the projects (in terms of presence of affordable housing, urban form, public facilities) is an important concern of local planning authorities (see also Verhage, 2002).

This paper explores this question on the basis of four case studies of urban regeneration projects in the agglomeration of Lyon (France). The projects are each characterised by a different initial situation concerning land-ownership and land assembly. Our analysis focuses on the way in which the local planning authority proceeds from this starting point, in order to realise its social and physical objectives in a market context. The paper presents a classification of tools and interventions used in urban regeneration in Lyon, based on the way in which they intervene in market processes in order to orient investment flows towards social and physical objectives. The experiences in Lyon are used to contribute to the conceptualisation of development processes. During the 1970s and 1980s, various authors from various disciplinary backgrounds have conceptualised the development process (cf. overviews of “models of the development process” by Gore and Nicholson, 1991 and by Healey, 1991). As Doak and Karadimitriou (2007) argue, this line of investigation has not attracted much attention in recent years. By providing a methodology for the analysis of public intervention in urban regeneration aiming at adjusting conflicting objectives, this paper tries to take it further.

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INTRODUCTION TO PRE-ORGANIZED SESSION JUNK SCIENCE: THE ROLE OF SECONDARY MARKETS IN URBAN DEVELOPMENT

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Secondary markets refer to the supply and demand for any kind of commodity that has been previously issued or sold. They exist, both formally and informally, in different realms of the urban economy: in the repackaging of household mortgages, tax credits, and public debt instruments as securities for investors, the resale of products by street-level entrepreneurs, small business, and remote internet-based vendors, and the recycling of construction and demolition debris. Even across this wide spectrum of function, secondary markets offer similar opportunities for financial liquidity, risk-shifting, entrepreneurship and economic mobility, and in the case of physical (as opposed to paper) commodities, environmental sustainability.

Some secondary markets are place-based. For example stock exchanges originated because, before the advent of telecommunications innovations, investors and speculators needed to

meet regularly at a fixed place to create the trust and liquidity necessary to purchase (still ambiguously defined) corporate equities. From a community economic development perspective, secondary markets may have significant and positive implications -- in terms of revenue generation, employment opportunities, and real estate development. But secondary markets no longer have to be spatially embedded; witness, for example, the rise of Ebay and the globally integrated financial markets that operate with little knowledge of the local context in which mortgages are originally made. Does this kind of deterritorialization of secondary markets have potentially negative effects on cities?

Panelists will seek to find commonalities between the different kinds of secondary markets they study. They will answer questions about how secondary markets are planned, organized, and regulated, and the importance of spatial and social embeddedness to the profitable functioning of these markets (and the economic development goals of cities). What implications do these practices have for addressing planners' goals of household and community development, wealth creation, and ameliorating inequalities? From a policy perspective each will ask how planners can encourage the face-to-face interaction, local knowledge, or repeated exchanges that such markets often need to be efficient and perceived as legitimate.

Panelists

- Alfonso Morales (the social regulation of public markets)
- Rachel Weber (the demolition or reuse of functionally obsolete properties - absentee vs local owners)
- Brenda Parker (the geography of Ebay)
- Alison Isenberg, Rutgers (second hand stores) Invited

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[106]

DISTANCE AND DEMOLITION: ARE ABSENTEE INSTITUTIONAL OWNERS LESS LIKELY TO REHABILITATE OLDER BUILDINGS?

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The majority of real estate is sold through second-hand channels in that the chain of exchange extends far past the initial builder and buyer. Pre-owned properties have always been the norm in terms of share of trading volume. What is relatively new, however, is the degree to which commercial property ownership has become deterritorialized; since the 1980s, local owners of office towers and shopping malls have been displaced by real estate investment trusts (REITs), owners of commercially backed mortgage securities (CMBS), and other distant investors. Securitization connects real estate credit markets to the nation's general capital markets and creates more liquidity in the system but it may do so at a cost. These secondary markets also enable investors in one part of the country to invest in mortgages originated in another region, effectively ending the geographic segmentation of credit.

This research seeks to investigate a potential downside to the increasingly globalized ownership of commercial real estate: a bias toward demolition of older structures. The increasing securitization of real estate removes owners from actual buildings, yet determining a property's true value requires detailed knowledge of the local real estate market. My hypothesis is that distant investors will only invest if the property is recognizable beyond its unique character embedded in space because cleared land that is devoid of improvements is more recognizable to the abstracting, utilitarian logic of capital markets. For this reason, the spatial distancing of real estate investments may encourage the demolition of older, devalued properties over their rehabilitation. Rehabilitation and upgrading requires additional knowledge (of contractors and building materials) that distant investors often lack. If higher degrees of local knowledge are required, either profits will have to be higher in order to compensate for these inflexibilities or other parties, such as the local government, will have to assume a portion of these additional costs.

This study will rely on a unique time-series dataset on shopping malls in the Chicago region to determine whether distant versus local ownership affects the propensity to demolish structures or rehabilitate them. In addition to theoretical work on the regulation of secondary markets, it will also draw from interviews with pension fund advisors, building owners and managers, and the contractors who service these buildings.

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REBUILDING MILWAUKEE: THE ROLE OF COLLEGE DEGREES

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There is ever increasing evidence that communities that have higher proportions of adults with college degrees are more successful economically. These communities tend to have higher per capita incomes, faster growing per capita incomes, faster population and employment growth, and better images. Anecdotally, we can look at cities like Milwaukee that by 2006 had fewer than 20% of its adult population with college degrees (or Detroit with 11%) and compare its challenges with a Madison, Wisconsin or a Seattle, Washington with 53% of adults with college degrees, Austin, Texas with 44% or even Chicago with 29%. The stark contrasts suggest that the clear answer to Milwaukee's economic woes lie in expanding its proportion of adults with college degrees. The role of college educated in the success of cities has been most trumpeted by Richard Florida (2002). But others such as Glaeser (2007) and Glaeser and Berry (2005) have also made the case that the proportion of college educated contribute to city development and even to the rate of entrepreneurship. Glaesner, Kolko and Saiz (2000) have identified a new model of central cities, one in which consumption replaces

production. They contend that "the future of cities increasingly depends on whether cities are attractive places for consumers to live. If cities are to remain strong, they must attract workers on the basis of quality of life as well as on the basis of higher wages." They see some cities successfully assuming this role and others not. Those that do not will fall increasingly behind those that can. What this paper will explore is the challenge cities like Milwaukee face, if they are to become more competitive with those cities that have substantial leads in terms of college educated adults. Is it realistic to suggest that cities like Milwaukee can actually change their compositions in any reasonable length of time to benefit from the seeming higher returns associated with the college educated? Are there alternatives that might also raise incomes and change the appeal and apparent success of the cities? Are cities that are well behind even national norms for college-educated citizens condemned to futures that are far different from Austin, Denver, Madison, Portland (OR), and Seattle of the US? These are the main questions to be explored through analysis of the dimensions of change that are needed to increase incomes. The basic approach will be to develop alternative scenarios for development that might increase incomes. These will include alternative industry emphases. Las Vegas, for example, has 19% of its employment in leisure and hospitality, while the average for all metro areas is 3.6%. Another element will focus on technical skills and the payoff. It is clear to anyone who has recently hired a plumber or a computer fixer at \$90 an hour that there are alternatives to college educations that can provide very decent incomes, incomes far in excess of many college graduates. The question still remains how and to what degree cities can remake their employment and income distributions. That is what will be explored.

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JOB CHAINS AND CAREER LADDERS IN THE HEALTH CARE SECTOR

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One of the nation's most pressing community revitalization priorities is the connection of unemployed and working poor individuals to labor market opportunities. As job decentralization continues in metropolitan areas, poor employment and earning outcomes for residents of segregated cities and inner-ring suburbs contribute to persistent poverty (see Ihlanfeldt and Sjoquist 1998, Chapple 2006). At the same time, the retirement of the Baby Boom generation and other demographic changes are leading economists to predict labor and skills shortages (Toossi 2002).

One sector in which shortages are likely is health care. Health care establishments, both for-profit and not-for-profit, are expected to continue adding jobs to the national economy in response to the long-term health care needs of an increasing elderly population and general industry growth (Hecker, 2005; U.S. Department of Labor, 2004). Employment in health care is concentrated in central cities (Nelson and Gladstone n.d.) and urban health care institutions are among the largest employers in many urban areas (Harkavy and

Zuckerman 1999). However, these industries have attracted comparatively little attention from economic development researchers.

This paper demonstrates the potential of health care services to offer low- and semi-skilled workers employment and career advancement options. First, we apply the “job chains” approach described by Persky et al in their 2004 book *Does Trickle Down Work?: Economic Development Strategies and Job Chains in Local Labor Markets* (see also Felsenstein and Persky 2007). From a community development perspective, data on job chains provide an understanding not simply of the number and characteristics of jobs created by economic development investments but of the ripple effects of investments in a region’s low-income communities. Second, we use data from the Bureau of Labor Statistics to compare wage rates among industries that are highly concentrated in central cities, examining median and 10th percentile hourly wages for occupations in professional scientific and technical services, health care and social assistance, arts, entertainment and recreation, and accommodation and food services. Finally, we examine the job outlook, training and educational requirements and opportunities for advancement of health care occupations. We expect to find that health care growth has the potential to far outstrip the impact of producer services and tourism growth on unemployed or underemployed entry-level workers. To impact poverty in low-income communities surrounding a new healthcare facility, we argue, investments in healthcare-based economic development should be accompanied by strategic attention to workforce training and career ladder development.

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URBAN PLANNING IN THE PROMOTION OF MODERN INDUSTRY: A CASE STUDY OF DAFEN VILLAGE OF SHENZHEN IN CHINA

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With the process of globalization, many countries have been undergoing a profoundly economic transformation- from traditional industries to cultural- or knowledge-based industries. Urban planning, as a mainly innovative public policy for city development, has to be adapted by planning authorities to the new context in every state. Different from western urban planning focusing on the interaction between government and the public, the substantial planning policy in China is happening among the three groups- government, public and firm. This paper is concerned about how those groups work in the implement of planning policy in Chinese cities and how they impact the industrial development and then impact the quality of people’s life.

As the draft of my MPhil thesis of HKU, this correlative analysis concentrates on the institutional framework and operation system of urban planning in Chinese cities in virtue of the tools of the new institutional economy. Through studying on the empirical case of

Dafen village which stemmed from an oil-painting production industry in suburb of Shenzhen twenty years ago and now is designated to be a creative district by planning authority, this paper investigates the development and changes of industry and environment in twenty years, especially on the public intervention mainly started from five years ago and aims to answer why the planning polices fail to achieve their target to be a cultural district. This paper also hopes to arouse more discussion on innovative and sustainable planning policy in order to improve the quality of life of our citizens.

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TRACK 3: ENVIRONMENTAL PLANNING, RESOURCES MANAGEMENT AND CLIMATE CHANGE

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[110]
THE 'CLASS' RESPONSES TO ENVIRONMENTAL ISSUES; WHO NEEDS TO BE 'ECO-ED'?
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In a world of rapid change and urbanization levels exceeding expectations, the environment faces immense challenges. A high concern for the environment and the sustainability of our urban and rural hinterlands is reflected in the pervasive growth of interest in definitions, assessment methods and policies addressing sustainability. Despite the continuous discussion in western academic literature and media, environmental problems were never truly regarded as an issue for developing countries to concern themselves with, under the conviction that a concern with environmental issues is not a priority in the face of economic struggle. Hence, most studies on developing countries link the debate on sustainability and environmental issues to poverty, overseeing the possibilities that lie with large parts of the population in the South. With a claim of provision of infrastructure and services to the poorer areas, planning policy makers miss the opportunity of providing facilities and developing policies that encourage sustainable patterns among those with high levels of consumption. The Egyptian case is a prime example. There is a clear divide in the Egyptian society where anecdotally rural communities have been practicing what can be regarded in western paradigms as sustainable methods of production and consumption reflecting a conservator society, whereas the predominantly urban middle class and rich class- who arguably can afford going 'green'- lead wasteful consumption practices very much comparable to wealthier countries. The paper argues that targeting the middle class and richer classes of the society can bring noticeable change in consumption practices and mobilise political will to seriously address environmental concerns in urban areas. This paper sets out to examine barriers to urban sustainability both in terms of existing urban policies and practices of the society. It aims to build an understanding of behaviours and attitudes of different classes in the urban locality of Alexandria towards resource use, waste management, transport and open spaces. The study offers insights into the value attached to the environment by city dwellers in a developing country and sheds light on daily practices and perceptions towards the existing policies of environmental planning, contributing to the discourse on challenges to sustainable urban planning in developing countries.

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[111]
ROUNDTABLE - VULNERABILITY VS. RESILIENCE. VISIONS FOR CITIES FUTURE
Aesop Thematic Group, Resilience & Risk Mitigation Strategies
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Roundtable topics

The roundtable focuses on the risk mitigation strategies in the urban contexts as a key principle of cities policies (innovation/development) towards sustainable cities visions. The goal is to promote a discussion and comparison of different experiences and positions developed in the USA and European contexts. The "resilience and mitigation strategies" thematic group (AESOP) is involving a large group of European and USA researchers (as keynote speakers and participants) with the aims to focalise and identify the main and relevant topics for the round table. We (the RRMS group and researchers involved) are together working to the identification of the roundtable topics that are based on the conference theme "Bridging the Divide: Celebrating the City" and the resilience/risk mitigation strategies approach.

The first suggestions (by prof. R. Burby) are:

1. How to deal with residual risk in flood hazard areas protected by structural works, such as levees. The importance of residual risk was one of the key lessons from New Orleans and Hurricane Katrina. There are a number of other areas in the U.S. and elsewhere in the world where this is also an important issue (e.g., in the U.S., Sacramento in California and Houston in Texas).
2. How to promote investment in retrofitting/rehabilitating rental housing units to reduce their vulnerability to hazards of various types. Experience in efforts to promote investment in energy conservation measures in the rental sector shows that landlords are very resistant to investments that have an uncertain return in higher rents.
3. How to integrate protection of natural values (e.g., wetlands, open space) with hazard mitigation efforts in urban areas.
4. How to deal with the unintended consequences of urban containment and other anti-sprawl measures that increase development pressures on hazardous areas, such as landslide-prone slopes, floodplains, etc. Experience in the U.S. and elsewhere shows that unless planners couple containment programs with programs to deal with hazards, the potential for catastrophic losses will increase.

Roundtable organisation

According to the goal to promote a debate, the idea is to concentrate on selected brief presentations, leaving space for the debate phase:
- 3/4 presentations by keynote speakers (10 minute max of presentation) to underline some discussion points and suggest best practices or proposals
- open discussion.

Roundtable participants

Operative organisation: Angela Colucci (angela.colucci@polimi.it) and Marcella Samakovlija (samakov@polimi.it)

Keynote speakers involved (we have their adhesion)
prof. Murat Balamir, Faculty of Architecture Department of City and Regional Planning Middle East Technical University, Ankara, Turkey

Richard Campanella, Department of Earth & Environmental Sciences, Tulane University
Frederick Steiner, Dean, School of Architecture Henry M. Rockwell, Goldsmith Hall University of Texas at Austin, Austin
Raymond J. Burby, Dept. of City and regional planning, University of North Carolina Chapel Hill [prof. Burby will not be able to be in Chicago but he is working to the topics identification and to the organisation]

Participants/discussants (we have their adhesion):
Angela Colucci, Politecnico di Milano, DIAP
Thomas Hartmann, Department for Land Policy, Land Management and Communal Survey, Technische Universität Dortmund
Gérard Hutter, Leibniz-Institute of Ecological and Regional Development (IOER), Dresden
Marcella Samakovlija, Politecnico di Milano, DIAP
Popi Sapountzaki, Department of Geography, Harokopio University of Athens
Clovis Ultramari, Catholic University of Parana, Curitiba, Brazil

[112]
POSTER: SUSTAINABLE URBAN REVITALIZATION OF FORT WASHINGTON OFFICE PARK
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Discover how Fort Washington Office Park, Pennsylvania, build mostly in the floodway, with an inefficient transportation network and a poorly planned design can be revitalized into a sensitive and aesthetically pleasing working space which integrates effectively the human activity and the natural features, and sets the standards of a environmental friendly office park. How can this office park, with a limited growth potential can be transformed into a livable urban district that will bring residents and office park employees together? How can it be revitalized to enhance the economic development of the township, but in the same time to promote sustainability? This research will analyze a variety of "green" methods that can be used in creating the office park a healthy and sustainable environment for work and play : from proposing LEED Certified buildings, to using sustainable energies, to creating a public transportation network and to proposing zoning changes inside the complex. Also, for a better understanding of the proposed solutions, GIS will be used to visualize and analyze the impact of these suggestions and their integration in the office park.

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[113]
AMERICAN OPEN SPACE AND THE IDEALS OF THE MARKET AND PRIVATE PROPERTY RIGHTS
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Developed land in the United States was only 5.2% of the contiguous 48 states' area. Yet this amount is expected to almost double to 9.2%

by 2025. Understanding how open space planning works and its relationship with American values is of critical importance for planning education and practice. The question arises do market-based mechanisms for open space preservation effectively protect open space? Does a fundamental conflict exist between American beliefs in largely market-controlled systems of open space preservation and the dominance of the concept of private property rights and the more community-centered goals of ecological protection and public goods? This paper examines how open space preservation works, focusing on the Pacific Northwest metropolitan areas of Seattle and Portland. Open space planning is examined in the context of historical views about natural resources, particularly in the American West, surveys of environmental concern, and election results on open space referendums. The application of market-based mechanisms, the struggle for open space regulations, and the formation of alliances working for open space protection are reviewed. The United States context for open space protection shows the need to blend individual and communitarian ideals in service to the larger public good of open space protection.

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[114]
REDUCING GREENHOUSE GASES ALONG THE TRANSECT
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Part of the job of reducing greenhouse gas emissions is falling to land-use planners. This paper examines the links between settlement patterns and greenhouse gas emissions along the rural-to-urban transect. Using case studies of New Jersey municipalities that fit the range of land-use typologies described by the Duany Plater-Zaberk transect framework, this paper documents variation in the magnitude of per-capita emissions, major sources of emissions, and corresponding opportunities to reduce emissions. The analytical framework used for this task links settlement patterns to the performance of the landscape (soil/biota carbon balance, urban heat island), infrastructure (transportation energy use, electric transmission & distribution losses, wastewater treatment, solid waste management), and buildings (residential, commercial, industrial).

This research finds that per capita emissions are highest in the ex-urban and sub-urban locations and lowest in urban locations, as expected. More surprisingly, building-related emissions exceed transportation-related emissions all along the transect. Non-transportation infrastructure-related emissions, urban heat island-related emissions, and landscape carbon sequestration are relatively less important factors.

Regions expecting continued population growth, such as New Jersey, will have to densify somewhere along the transect. More people means higher emissions, even if per capita emissions drop. This strengthens the case for a regional perspective that achieves growth in mostly the right places. It also highlights the global need for technological solutions that reduce greenhouse gas emissions faster than the population grows.

Prescriptively, the regional perspective embedded in transect planning needs to be implemented aggressively by preserving open space, promoting urban rehabilitation and infill development, financing multi-modal transportation choices, and making regional coordination mandatory not voluntary. Municipal land use laws should require a climate change element in master plans. Energy-efficient building practices should become the norm, not the exception. Walking access to shops, schools and jobs becomes an increasingly important planning objective. Creating density that can attract affluent residents, including families, becomes the overriding design challenge of the next few decades.

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[115]

NEW YORK CITY'S LONG-TERM SUSTAINABILITY PLAN: IS IT SMART GROWTH, SUSTAINABLE AND JUST?

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Because it has a densely developed urban core and the largest mass transit system in North America, New York City would seem to be a model for Smart Growth – concentrating growth in dense clusters to reduce energy and auto use, and expand opportunities for walking and biking. This should help combat the public health epidemics associated with low-density suburban sprawl, including obesity, diabetes, and stress. Following this logic, one of the basic premises of Mayor Michael Bloomberg's 2007 long-term sustainability plan is that continued growth in New York City would be sustainable, beneficial to the environment, and produce public health benefits. The mayor's plan favors the concentration of new development around existing transit nodes ("transit-oriented development") to accommodate a million new residents by 2030.

In this paper I will argue that, notwithstanding the many noble goals of the plan, and specific improvements to the environment and public health that it promises, it is in substance a continuation of the finance/real estate sector's historic policy of favoring extremely high densities at the highest-valued locations, neglecting other parts of the city. It is a growth plan that largely ignores preservation, and if fulfilled will exacerbate economic and environmental inequalities. Through Real Estate Investment Trusts (REITs), globalized financial corporations in New York City are creating and protecting separate

urban enclaves, including suburban-style office parks, big box stores, and luxurious cities within the city, like Forest City Ratner's Atlantic Yards project in Brooklyn. The result is more likely to be a growth in economic, environmental and health disparities, heightened by powerful neoliberal policies that privatize public space and use public funds to subsidize private growth. Inequalities between and among neighborhoods are expanding as the city becomes more of a collection of private enclaves. Grassroots efforts at community-based planning are overlooked and not supported by this top-down model.

The analysis will rely on the author's decades of engagement in participatory action research and community-based planning in New York City, and his work directing Sustainability Watch, a project to monitor, analyze, research and comment on PlaNYC2030. The mayor's plan is a major topic of discussion among urban planners and planning educators, and this analysis and critique is relevant to the discussion.

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IMPROVING CORPORATE SOCIAL AND ENVIRONMENTAL RESPONSIBILITY OF OIL COMPANIES IN ECUADOR: A DIAGNOSTIC OF OBSTACLES IN THE PROCESS OF DECISION-MAKING AND PARTICIPATION

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In Ecuador, conflicts between communities, companies, and the State revolve around indigenous collective rights to their traditional land and the control of natural resources on indigenous territory. Successive governments have adopted several laws to consult indigenous peoples on potential oil projects and mitigate the environmental and human costs of large-scale oil extraction by corporations, but with limited success.

This paper will use Ecuadorian regulations related to the collective rights of indigenous people and hydrocarbon extraction in native communities and interviews with companies, public officials, indigenous peoples, and environmental NGOs to understand why current processes of decision-making and participation around oil extraction in indigenous communities prevent the improvement of corporate practices. I will present the theoretical and practical limits of the current regularly framework for oil extraction and the traditional strategies used by a variety of non-governmental actors to help change practices.

Findings demonstrate the existence of multiple constraints on informed and effective participation of indigenous peoples into decisions that affect their lives. The main democratic deficits in Ecuador are the tyranny of the minority with elites in ministries and powerful oil corporations capturing the decision-making apparatus for new oil operations in the Amazon and preventing Ecuador from moving beyond minimal democracy. Furthermore, indigenous organizations and environmental groups lack capacity to construct long-term relations of good neighbors with oil corporations already operating on indigenous land and reinvent participation in policy making that would allow for the planning, together with the government, of a different model for oil extraction in the Amazon.

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SUSTAINABLE DEVELOPMENT IN PORTUGAL, AN ANALYSIS OF LISBON AND PORTO

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Portugal is in the process of developing and implementing a more integrated national planning strategy, so that the country can become both more sustainable and competitive. However, becoming more sustainable and competitive can impose some constraints on the pace of development and make the country disrespect previously agreed upon green gas emissions targets. Unless the country quickly adopts a more energy efficient and balanced urban growth stand, the current dilemma seems to be the possible curbing of development opportunities and a decrease in the quality of urban life. The purpose of this paper is to review the most important sustainability dilemmas in Portugal and to analyze how some of the cities in the two main metropolitan areas are addressing them. I consider three research questions: What are the most important sustainable development challenges in Portugal? How are the two main metropolitan areas using sustainable development to address urban development problems? And how can Portugal use the sustainable development framework to advance the implementation of a sustainability agenda? I argue that Portugal needs to move from the development of a national sustainability strategy to the implementation of that strategy through locally based and inclusive public participation processes. The development of sustainable metropolitan planning programs and their institutional governance practices will likely define the country's success in meeting the green gas emission targets imposed by the Kyoto Protocol. Published literature on sustainable development in Portugal is very slim. The methodology used in this

paper included extensive literature and newspaper reviews, meetings in Portugal and the review of official documents, regulations and plans. This is an important time for politicians and decision makers to understand how sustainability goals can help to improve the effectiveness of current development strategies without burdening natural and built systems.

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SUSTAINABLE PORTS: AN EXPLORATION OF CROSS COUNTRY COALITIONS FOR CLEAN AND HEALTHY PORTS

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Major seaports throughout the country are generally associated with significant environmental and economic impacts. The top three largest ports in the nation include the Port of Los Angeles, the Port of Long Beach and the Port of Newark and Elizabeth. The local host communities surrounding these port facilities usually bear the greatest environmental brunt and reap little of the economic benefits associated with port activities. Over the last decade, coalitions of environmental, labor and environmental justice activists have organized and fought for improvements in their respective sectors at the Port of Long Beach and LA. This mobilization has led to some real victories for these various coalitions including significant commitments towards a Clean Air Action plan, trucking industry modifications and community benefits agreements. These victories and organizing strategies are now being translated to burgeoning coalitions on the East Coast in the Port of Newark and Elizabeth in New Jersey.

This exploratory case study focuses on the central question of how coalition strategies are being transmitted from California to New Jersey and which particular strategies offer the greatest promise for making environmental and economic improvements in the locally depressed communities surrounding these ports. Also beyond the specific environmental and labor concessions made through port coalitions, this case study also examines how local municipalities are playing an increasing role in mitigating burdens and extracting local benefits in the form of land use planning and economic investments generated by port related activities.

This case study is based on in depth qualitative case study research involving participant observations, interviews with key stakeholders in California and New Jersey and document analysis. Recent literature on the nature of environmental justice movement organizing suggests that one of the greatest challenges facing this burgeoning movement is their ability to transcend local particularistic struggles and move their agenda to broader issues and coalitions of

activists that can address environmental and economic injustices. This case study will illustrate how coalitions can work across issues and across the country to engage the Port industry in environmental and economic concessions. Additionally, this case study will contribute to planning literature on best practices for local planning interventions related to major economic engines like seaports and airports.

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[119]

TURNING THE TIDE: AN EVALUATION OF THE RELATIONSHIP BETWEEN SHORELINE MANAGEMENT AND SPATIAL PLANNING IN ENGLAND

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Increasing pressure for sustainable solutions to environmental problems has generated a growing interest in the development of integrated environmental management (IEM) approaches. Such approaches are a response to the failure of sectoral management structures to account for the dynamics of natural systems and processes (Mitchell, 1997; Bellamy et al. 1999). Margerum and Born (1995) have observed that typically, such failure is manifested in inability to deal with interconnections, multiple perspectives and environmental externalities. Integrated approaches attempt to offset such problems through the adoption of principles which promote coordination, multi-stakeholder partnership, and the development of coherent management units.

Continuing concerns over sea-level rise and associated flood risk within coastal areas in England and Wales have led the UK government to recognise that the adoption of such approaches will be fundamental to countering the negative impacts of coastal hazards (O'Riordan and Ward, 1997). This recognition has been coupled with an awareness that that one of the main impediments to achieving integrated management is the fragmented nature of current formal arrangements. Statutory approaches to coastal management in England and Wales are characterised by sectoral responses to site specific problems. The result of this has been the limited consideration of environmental and socio-economic issues, a lack of spatial awareness and limited stakeholder participation (Potts, 1999). As part of an attempt to develop a more holistic approach to coastal management, voluntary Shoreline Management Plans (SMPs) were introduced by MAFF in 1995 (MAFF, 1995). SMPs are prepared by Coastal Groups (CGs) and cover definable sediment sub-cells. The

aim of SMPs is to provide a strategic framework for coastal defence which takes into account both environmental systems and multi-stakeholder interests (Winn et al, 2003). The government has recently pledged its commitment to this approach through the promotion of second generation SMPs (SMP2s) and the publication of further SMP guidance (DEFRA, 2003; 2006). It is hoped that second generation SMPs will build on the strengths of SMP1 initiatives.

The creation of an appropriate institutional framework remains one of the key challenges facing SMPs. Many coastal initiatives have failed to achieve effective forms of management integration due to poor levels of institutional capacity (Brown, et al, 2002; Poitras et al, 2003 and Davos, 1998). O'Riordan and Ward (1997) suggest that the development of SMPs will prove most effective if decision making takes place within an environment which is legitimised by participant empowerment. This, they argue is most likely to be achieved by the creation partnerships or networks which allow the entry and exit of informed interests.

The extent to which partnership arrangements have developed successfully under current SMP arrangements is unclear. Although SMP1s have led to improvements in the regional coordination of coastal defences, a number of challenges remain (MAFF, 2000). A particular area of concern relates to the role played by Local Planning Authorities (LPAs) within SMP development and implementation. Experience to date suggests the extent of LPA involvement within the SMP process has been variable and that the relationship between spatial planning and shoreline management is not well understood (Potts, 1999).

In recognition of these concerns, this paper provides a detailed analysis of the compatibility between SMP2 arrangements and spatial planning. Particular attention is drawn to the attitudinal and behavioural dimensions of integrated management approaches being adopted within SMP2 boundaries. As part of the research, a questionnaire survey of the views and experiences of local authority planners working in coastal areas was undertaken. The research suggests that although SMP2 arrangements potentially allow for greater levels of integration between planners and coastal managers, a series of institutional barriers continue to undermine management performance.

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MODELING THE IMPACTS OF LAND USE CHANGE ON WILDLIFE HABITAT FRAGMENTATION AND GENETIC DIVERSITY

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As the human population footprint grows, land-use decisions play an increasing role in determining the fate of populations of plant and animal species. Urban and agricultural development can not only harm species populations directly through habitat destruction, but also by destroying corridors that connect habitat patches allowing gene transfers between wildlife populations in different areas. Without these connections, populations can encounter genetic depression and degeneration, which can increase death rates and lower reproduction rates. These effects can endanger the long-term natural viability of local populations (Fahrig, L. 1999). State and federal acquisition of property development rights must be accomplished in a manner that optimizes the long-term viability of the target populations. How can alternative regional plans be evaluated with respect to protecting species genetic diversity? Moreover, how can we compare the value of potential habitat restoration sites for particular species, while identifying optimal locations for restoration?

This article describes the development and application of the FRAGGLE model, a spatial system dynamics model designed to help planners and managers assess the long term repercussions of land-use development alternatives on the population dynamics and movement patterns of small vertebrate species (Costanza, R. and A. Voinov, 2004). Using data gathered from the literature and expert interviews, we apply this model to the gopher tortoise (*Gopherus polyphemus*), a threatened species whose Southeastern U.S. distribution has diminished significantly within its native range due to agricultural and urban development over the last several decades (Diemer, J. E. 1986). We focus on land use change in an area near Columbus, GA

USA and the Ft. Benning military installation. This region supports a large tortoise population, which local, state, and federal interests seek to protect. FRAGGLE assesses the suitability of land to provide core habitat and to provide migration pathways and simulates the number of individuals within each tortoise population and the level of genetic transfers that occur among surrounding populations. The implications of this simulation modeling effort are demonstrated with two land use change scenarios for our sample study area. Our findings show that urban and agricultural development resulting in even limited habitat losses may lead to substantial reductions in genetic diversity, which has implications for the long term viability of each sub-population. Finally, we offer suggestions for further analysis and look at the implications of tailoring this model to study the impacts of habitat fragmentation on other species.

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ROUNDTABLE - THE FOOD-ENERGY-CLIMATE CHANGE NEXUS

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While experts agree that the recent rise in global temperatures is being driven by human activity, the discussion of what we can do about it has only just begun. World-wide, energy production, industry and motorized transportation are the biggest generators of greenhouse gases (GHGs). One of the biggest energy using systems in the US, and thus a major emitter of GHGs, is the food system that produces and delivers the food we eat. Therefore, how our food system functions has direct impact on GHG emissions and climate change. Many local mitigation strategies to slow climate change address transportation. Recent research in the US and Europe demonstrates that not only is transportation important, but also food production methods and local yields, suggesting that data-intensive methods such as Life Cycle Assessments are required to understand environmental and climatological impacts from food production. This panel will update previous work on energy uses in the US food system and greenhouse gas emissions from different food production and distribution networks. It will open a broader discussion that includes what the findings suggest with regard to policy, specifically what types of policy choices can be made at different jurisdictional levels to address environmental and climatological problems related to the production, processing, marketing, distributing, consuming, and disposing/recycling food.

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[122] MITIGATING FLOOD IMPACTS AT THE LOCAL LEVEL IN TEXAS AND FLORIDA

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Floods continue to pose the greatest threat among all natural hazards to the property and safety of human communities in the United States (U.S.). Increasingly, local communities are resorting to various measures to stem the risk to property damage and casualties from localized flooding. Mitigation strategies have become embedded in local land use plans, zoning ordinances, building codes, and local education programs. To reduce the adverse human, social, and economic impacts of flood events, localities are adopting a range of structural and non-structural mitigation techniques. Structural efforts may involve the construction of dikes, dams, flood control reservoirs, diversions, floodways, and channel conveyances. Non-structural initiatives may include point source control and watershed management efforts, open space preservation, regulations and zoning, land acquisitions, economic incentive schemes, forecasting and warning systems, education campaigns, and maintenance of flood-related databases. The mix of planning instruments deployed by a local government may determine the variation in flood losses over time. While the need for local flood mitigation is evident, little systematic research has been done to understand what types of strategies are being adopted and why. This study addresses the lack of empirical research through a survey of flood managers in Texas and Florida. Analytical procedures seek to answer the following research questions: 1) to what degree are structural and non-structural flood mitigation strategies being used at the local level; and 2) what are the major factors influencing local jurisdictions to adopt structural versus non-structural flood mitigation strategies? Our results are based on surveying a random sample of flood managers representing local jurisdictions with populations over 5,000 in all of Florida and coastal Texas. From this survey we were able to ascertain the degree to which a range of structural and non-structural mitigation techniques are being used for 471 local jurisdictions across two states. We then use binary logistic regression analysis to predict the adoption of structural versus non-structural strategies through multiple biophysical and socioeconomic variables, including flood histories, floodplain area, wealth, population density, etc. Our findings provide important information to decision makers on what is being done to reduce the adverse impacts of repetitive floods in coastal areas and why. Results will also provide insights into how and where flood mitigation strategies can be more effectively adopted in the future.

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[123] SCALING UP COLLABORATIVE ENVIRONMENTAL PLANNING: AN EXAMINATION OF THE US FIRE LEARNING NETWORK

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The practice of wildland fire management in the United States is undergoing a dramatic but frustrated transition. In recent years, numerous high-profile wildfires have focused national attention on the normally insular world of fire management that was dominated by fire suppression for over a century. The National Fire Plan (2001) and the Healthy Forests Restoration Act (2003) articulate multiple goals for America's forests, including ecosystem restoration, fuels reduction and community protection. While the institutional apparatus of fire suppression continues to reproduce itself through complex interagency relationships, the new directive in fire management is to engage in collaborative decision making and action to achieve a complex array of intersecting objectives.

Within this context, the nation's primary land management agencies, the US Forest Service and Department of Interior, joined with The Nature Conservancy (TNC) to create the Fire Learning Network (FLN) in 2001. The network linked multiple collaborative forums in which new knowledge and practices to effectively engage in ecological restoration of fire adapted ecosystems can be developed, tested, and disseminated across the country. By the end of 2006, the network had involved 87 landscapes, engaging over 500 partners in a collaborative planning process to advance ecological fire restoration.

Noted fire historian Stephen Pyne (2004) points to the Fire Learning Network as a signal of broader change filling a political vacuum left by the institutional collapse of forestry. The FLN is an innovative approach to fill that void and catalyze a new ecologically informed fire management practice. The network operates at multiple scales aligning local, place based multi-stakeholder collaboratives under a national framework for ecological fire restoration planning. The collaborative planning process is mediated through regional networks of fire management professionals. By operating at these scales and linking widely distributed collaborative processes into a coherent whole, the potential impact of the network extends well beyond what isolated, place-based collaboratives generally can accomplish.

Through our detailed qualitative case study of FLN, informed by dozens of interviews, field observations of network meetings at all levels and analysis of hundreds of documents, we describe FLN's collaborative planning infrastructure and its associated impacts. By participating in the network, fire management agencies and

organizations develop new opportunities for collaborative action that cut across disciplinary, operational, and jurisdictional boundaries. In this way, the Fire Learning Network is creating the potential to change the very nature of how fire is managed on US wildlands to be more ecologically informed and at a scale that is ecologically meaningful.

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URBAN HEAT ISLANDS: A CLIMATE CHANGE ADAPTATION STRATEGY FOR MONTREAL

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As the climate changes, more pronounced urban heat island (UHI) effects could increase human mortality and disease, air pollution, energy consumption, and accelerate infrastructure deterioration. Cities must develop effective ways to identify areas of high UHI risk and implement appropriate adaptation measures. The focus of this study is UHI risk to human health in residential areas and the physical interventions that may lessen UHI occurrence and exposure. The primary causes of UHIs are low vegetation coverage, low albedo, high thermal mass of buildings and high waste heat production. Residence in the upper floors of buildings, poor ventilation and insulation, lack of access to cool places and social marginalization tend to increase exposure. Air pollution and poor health can increase vulnerability. With the use of a geographic information system (GIS)-based tool, the project team created a UHI risk map for the island of Montreal, Canada, combining air temperature and select demographic data (i.e., residential concentrations of low income households, infants and elderly residents, and elderly living alone). This mapping of UHI risk reveals several findings highly relevant to land use, urban design and environmental planning practitioners. The occurrence of UHIs and vulnerability to UHIs vary greatly among and within neighborhoods. Physical features of the urban environment such as parks or a large commercial building generally have limited cooling or heating impact beyond the immediate vicinity. Thus, UHI phenomena should be addressed through micro-scale interventions. A neighborhood of Montreal with a high UHI risk was chosen for an in-depth study. The team proposed a series of site-specific adaptation measures to reduce UHI effects, mostly targeting the dark surfaces (i.e. roofs, sidewalks, roads) and sparse vegetation that characterize the neighborhood. Key data sources are a temperature data layer for the island of Montreal provided by scientists from the University of Quebec at Montreal (UQAM) and demographic data published by Statistics Canada.

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A STUDY ON POLICY SIMULATION OF LOCAL RENEWABLE ENERGY DEMAND AND SUPPLY SYSTEM IN TAIJIAN AREA, TAIWAN

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The increasingly evident phenomena of global warming and limited availability of fossil fuels are forcing international community to actively exploit clean energy sources. The development of energy efficiency and renewable energy has far-reaching impacts on national energy security, economic development and climatic protection, and can provide a region with a sustainable development pattern. This study analyzes energy demand and achievable energy efficiency in the housing, industrial, commercial and transportation sectors in Tajian area. The Long-range Energy Alternatives Planning System (LEAP) is adopted in this research as the major research tool to construct an energy demand/supply model. Combining with analysis on the potential of renewable energy sources, a long-term planning for balancing energy demand and supply can be proposed.

Keywords: Energy efficiency; Renewable energy; Policy simulation

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IN MY BACKYARD! - AN ALTERNATE MODEL FOR SOLID WASTE MANAGEMENT

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Studies in urban public services have consistently identified solid waste management (SWM) as one of the major problems confronting cities in developing countries today. India is no exception to this. Though the Municipal Solid Waste Management Rules 2000 detail guidelines and monitoring arrangements with deadlines for compliance, seven years later, cities in India are yet to implement it (though some towns and cities have reported good practices). Kerala, according to The Hindu has 'hit a blind alley' (The Hindu, 12th September) in SWM. The city of Kochi is perhaps one of the worst example of this. However, there is a case of exemplary practice in Pachalam, the 70th electoral Division within the Corporation of Cochin (CoC). We discuss the case of Pachalam in the context of wider debates in SWM and the specific context of Kochi. We argue that the Pachalam case not only provides an exemplar of good practice, but also shows the beginnings of an alternate model that can potentially take forward debates within SWM.

Data for this paper was gathered from secondary sources and extensive fieldwork carried out from August-November, 2007. Academic publications, official records of CoC, newspapers and the internet provided secondary sources. In the fieldwork, at Corporation level, eighteen interviews were conducted with staff working in various capacities in relation to SWM. At Division level, the Councillor and a NGO representative were interviewed. Also a focus group discussion with workers involved in door-to-door primary collection and a household survey among 19 houses chosen at random from 3 purposefully sampled groups (with biogas, participating in door-to-door collection, non-participating) were conducted. Many site visits were made to see the collection work in operation, household level biogas plants, transfer stations in the city and the biogas plant in the market.

The first part of the paper reviews evolution of debates within SWM. This positions the contribution of the paper to current wider understandings in SWM. The second discusses SWM in Kochi highlighting systemic problems. This positions the contribution of the case to the specific context in which it is situated. The third part describes the actual improvements in SWM in Pachalam and the factors that contributed to success. In the fourth part we highlight the contribution that the case makes to present debates in SWM.

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COMPACTION AND DISPERSION: THE URBAN SUSTAINABILITY OF PRIMATE CITIES IN CHINA

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Since the launch of economic reforms in the eighties, cities in China have undergone phenomenal changes. Both compaction and dispersion have occurred, though are not always corollaries of intended spatial and planning strategies (Gaubatz, 1999). Rapid expansion of urban activities and unprecedented growths in private vehicles particularly underscore the development of three leading cities: Shanghai, Beijing and Guangzhou. The sustainability impacts of these transformations are yet to be examined (Kenworthy and Hu, 2002). This paper conducts a preliminary investigation and comparison of the sustainability of the urban forms and processes of these three cities. The objective is to evaluate whether their post-1980 urban trends move away or closer towards the tenets of sustainable urban development.

The analytical construct is derived from the sustainability principles of the compact city model advocated in the West. The model was developed to counteract car-based suburbanization characterized by low density and segregated land use patterns in Western cities (Burton, 2000). The three Chinese cities, *prima facie*, already possess the urban characteristics recommended by the model, i.e. high density, mixed land uses and dominance of public transport. However, do these cities meet the sustainability objectives and criteria underlying the compact urban form advocacy?

This paper thus examines the trends in the urban form, the spatial and transport strategies of these cities since the mid-eighties, particularly contrasting them with those recommended by the compact city model. More specifically, it investigates and compares the trends in density patterns, development intensity, public service provision in residential areas, the organic and planned spatial expansions, and the trends in the modes of transport. Research data are sourced from published government data including urban plans and strategies, interviews with pertinent government officials and residents, and field observation.

The findings will be relevant to China's policies of spatial organization and planning, transport, provision of public facilities and services, housing and environmental protection in the cities. These case studies will also enrich the urban sustainability discourse, which has hitherto been dominated by western experiences.

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SEARCHING QUALITY DATA FOR MUNICIPAL SOLID WASTE PLANNING

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Municipal solid waste (MSW) data particularly waste generation estimates forms the bedrock information for recycling and disposal strategies. MSW planning has been suffering due to the lack of credible data as planners are missing the approximation of community produced MSW when they use the average per capita national generation. Multiplying USEPA provided 4.5 pounds per

person per day with the local population may not come close to the true volume of discards by the residents and businesses. USEPA's MSW estimates are much lower than those from BioCycle, a solid waste industry publication. Although BioCycle's superior data collection methodology allows it to closely gauge the national trend in MSW generation, recycling and disposal, they are less useful for local planning. States, educators and environmentalists however continue to use and rely upon the much publicized USEPA data. Recent waste characterization studies from California suggest much higher per capita MSW generation compared to USEPA's figures. The study found that waste generation varies across communities within California depending on their rural or urban character. This article explains what constitutes MSW, integrated solid waste management and explores causes of discrepancy between the two major sources of MSW data and difficulties in their gathering. With this background the paper suggests needs for coordinated efforts between federal and state agencies in mitigating the vacuum in MSW data appropriate for local planning. It is argued that the federal role is important in formulating guidelines to ensure comparability of data across communities. States must establish their own databases based on their unique regional and local anomalies affecting waste generation, recycling and disposal circumstances.

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WHO'S MAKING DECISIONS IN MARKETS FOR ECOSYSTEM SERVICES?: EXPLORING COLLABORATION IN WATER QUALITY TRADING

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This research is drawn from an almost completed dissertation conducted under the supervision of Connie Ozawa, ozawac@pdx.edu, at Portland State University.

Evolving understanding of ecological systems, global economies, and decision-making dynamics drives a search for new forms of environmental governance. Complex environmental problems with dispersed root causes and scattered solutions are often a source of conflict, pitting urban wastewater utilities against rural farmers, and environmental advocates against state agencies. The problems (e.g. climate change and nonpoint source pollution) demand new arrangements of resources and capacities, relationships, and institutions. They require new processes of planning, policy formation, and implementation.

These new arrangements emerge as networks, forms of governance shaped by interdependent but autonomous stakeholders. Market-based environmental policy tools are an example of network governance. This research project focused on the extent to which the process of designing and implementing markets affects who has what sorts of discretion in making decisions. Theoretical and empirical research has shown environmental markets create economic benefits via lower implementation costs and lower costs of pollution abatement. There is some evidence of legal benefits from reduced policy conflict and less shirking, and some indications of better proximate environmental benefits (Freeman and Kolstad 2006). To date, most efforts building environmental markets have focused on defining the nature of the commodity (e.g. which actions generate credits) and the mechanisms to facilitate transaction (e.g. trading platforms) (Tietenberg 2006; Woodward and Kaiser 2002). Less attention has been paid to designing stable institutions which shape who can access decision-making, how interactions are structured, and economic, political, and ecological outcomes.

These institutions do not arise automatically from government or market participants. They must be deliberately built (Vatn 2005). The project examines four case markets in water quality trading using interviews and social network analysis to answer:

How do collaborative market design processes change the relational patterns of who has the formal authority and informal ability to guide policy outputs?

Looking at the context of decision-making before trading, during market formation, and into implementations, how do these new relational patterns shape the content and frequency of policy outputs and the level of civic community?

Results show collaboration during market design increases the ability of diverse stakeholders to shape decisions and increases measures of satisfaction and trust. There is also evidence governance structures geared toward overall sustainability rather than regulatory compliance and led by regional public-private collaboratives rather than state regulatory agencies achieve greater political consensus and economic efficiency. The research presents a case for strategic

collaboration during planning and institutional design, and ongoing investment in collaboration to cement improvements in relationships and policy outputs made during institutional design.

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BROWNFIELD REDEVELOPMENT AS ECONOMIC DEVELOPMENT: RE-EXAMINING GOALS, OBJECTIVES AND OUTCOMES

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Brownfield redevelopment is the most significant new economic development program the federal government has undertaken in the past 14 years. The EPA brownfields program area is one of the few that the federal government has maintained, and has in fact strengthened its commitment to during the past seven years of the Bush Administration. State and local government officials have adopted their own economic development and brownfield redevelopment initiatives that work in tandem with federal EPA efforts. Further, the private sector has increasingly engaged in brownfield redevelopment with capital investments and development of specialized insurance products. As a result, considerable public and private investment has been made but to what ultimate benefit? Brownfield redevelopment requires inter and intra governmental jurisdictional coordination as well as public and private sector coordination. To achieve that objective we need a common understanding of the definition and objectives of economic development to employ in brownfield redevelopment efforts in order to evaluate the efficacy and success of these efforts. Further, we need a common understanding for how to evaluate brownfield outcomes. As with standard economic development practices, measuring brownfield redevelopment outcomes often proves challenging. One might first consider numbers of redeveloped brownfields as evidence proving success without taking into account other factors such as the strength of the overall property market or site location. These sorts of quantitative rankings often provide false indicators for how successful a brownfield program might be. This paper will examine the question of benefits from public investment, acknowledging growing concerns that we need to demonstrate efficacy of government involvement. We report on findings from a case study in Cleveland, Ohio where brownfield redevelopment activity has a long, established record. One program, brownfield revolving loan fund, has been nationally recognized for its apparent success in forging public-private partnerships in the community. Using Cleveland as our case example, we develop a framework for a detailed set of economic development indicators for evaluating brownfield redevelopment programs rather than projects, moving beyond the standard property based measures. Ultimately we argue that there stands a greater need for more critical thinking in promoting economic development from brownfield redevelopment.

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THE TAUTOLOGICAL TRAP IN SUSTAINABILITY PLANNING: WHAT YOU SEE IS WHAT YOU GET

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The popularization of the word "sustainability" has shifted the concept from an environmentally-oriented context towards a "triple-bottom-line" approach – in which the well-being of the economy and of society are added to environmental concerns. This addition is occurring without consensus as to how the three elements interrelate. It is possible to connect them such that ecological health acts as a foundation of long-term economic growth and a criteria of societal well-being. But that is not always the case if the three are treated as individual goals amongst themselves such that they should be "balanced." Although the divergence between 'sustainability' and 'sustainable development' could be sizeable, the distinction is not necessarily part of the general public vocabulary, and they are often treated as one in the same. Thus sustainability principles can mean something different to everyone while simultaneously providing a shared language.

The framing of sustainability under the mantle of the "triple-bottom-line" may project an even consideration of the three areas, but its application often has favored entrepreneurial concerns. Gunder (2006) argues that planners or politicians have often deployed sustainability principles as a "materialization of dominant institutional ideologies supportive of growth and capital accumulation." This paper argues that planners who hold the sustainability frame of the triple-bottom-line could drive the planning process in favor of economic growth based on its internal logic. Central to this is a logic that often pushes the discourse to jump prematurely into the notion of tradeoffs—that if one wants more economic sustainability, one would have to sacrifice ecological or social goods.

Using a case-study of the Hawaii 2050 Sustainability Plan and its planning process, this work illustrates how adopting a 'sustainable development' paradigm without consensus on how the "three pillars" relate to one another can lead to polarization of interested parties that undermine the search for commonalities. This case study illustrates how planning methods, such as survey instruments, when embedded

in a particular frame, delimits or skews the range of responses among participants in planning processes. This can lead to “tautological traps,” in this case polarizing business and environmental interests, restricting the range of alternatives considered and precluding a more thoughtful problem-solving process.

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CIVIC AGRICULTURE IN THE FARMING SUBDIVISION
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Residential subdivisions with working farms are being developed throughout the US, posing important questions for planners searching for ecologically sustainable alternatives to the agro-industrial food system. While much of the food planning literature has focused on the value of public markets and direct purchasing schemes in reconnecting consumers to farmers, the impacts of the farming subdivision have been overlooked. This paper, an in-depth case study of Prairie Crossing, a subdivision near Chicago that incorporates a working organic farm, demonstrates that integrating farmland into a planned community is not only a viable model for food production, but also links residents and their farmer-neighbors, with positive consequences for both. The research suggests that a farming subdivision can be an important element in planning a sustainable regional food system that seeks to reduce the physical and psychological distance between consumers and producers.

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LAND USE PRESSURES AND SUSTAINABLE PLANS IN OHIO TOWNSHIPS

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The rural to urban land use conversion pattern across the U.S. has lead to unsustainable repercussions with respect to automobile dependence, loss of open space and agricultural practices, increased impervious surfaces, and loss of fauna habitat. Ohio is no exception to such development characteristics which often occur in unincorporated townships beyond the urban core. Townships are often ill equipped to handle the growth pressures they have seen in the past 30 years (Clark et al. 2003). Many have enacted zoning to regulate land use (Clark et al. 2003), but fewer have taken steps to comprehensively plan for community development as a whole. They typically lack professional staff as well as the financial and temporal resources to undertake such an approach.

A comprehensive planning approach in which community resources are assessed, a vision for the community's future is set forth, and policies to manage growth in support of that vision are prescribed, provides a critical tool for a community to proactively address negative repercussions of exurban growth. Sustainable development, which espouses environmental protection, social equity, and economic development through a participatory planning process, has been proposed in the literature and adopted in practice as a high quality integrated comprehensive planning paradigm. Conroy (2006) shows that though the concept as a specific comprehensive planning paradigm has not resonated broadly, many Ohio communities are promoting policies supportive on concept principles. Additionally, townships may struggle with a participatory planning process as they determine who (e.g., newcomers or long time residents) is most representative of their interests (Swanson 2001).

What is lacking in the literature is attention to the quality of comprehensive planning done in exurbia in general, and Ohio townships as a specific example, as they face increasing development pressures and urban land conversion. We address this deficit through a content analysis of 44 township comprehensive plans in Central Ohio to assess the level and type of sustainability related policies promoted through the plans as a measure of plan quality (Conroy and Berke 2004). A survey of planning agents in those townships provides the basis for an analysis of the participation processes undertaken. Plan, socio-demographic census information, and survey responses form the basis for statistical assessments of factors that contribute to township plan sustainability scores (Conroy and Berke 2004). Such research will show how townships are responding to land use related pressures as more of the population opts for life outside an urban core.

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[134] FIGHTING UNSUSTAINABILITY IN NORTHEASTERN PORTUGAL

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For the past two years, Europe and Portugal have been equally prolific in their endorsement, adoption and implementation of several strategic plans and programs concerning environmental protection, social equity and cohesion, economic prosperity, and meeting of international responsibilities, having issued a series of key guidelines for sustainable development (EU, 2006). With that in mind, the work presented herein aims to discuss how obstacles to the application of such guidelines can be overcome, even in situations where the likelihood for success is perceived as low.

The paper focuses on a particular geographical region characterized by a combination of harsh topographic and weather features that have historically hindered mobility and development of better accessibility conditions, thus rendering the region one of the poorest in Portugal and in Europe (INE, 2008). Notwithstanding the impact of decreasing population densities, aging population, high unemployment rates and increasingly shifting climate conditions, this is an area that has seen significant improvements in some fundamental sectors – water and wastewater infrastructure, agricultural productivity, health services, tourism – as a result of specific local planning and management programs. A few case-studies regarding selected municipalities are presented as a means to illustrate particular aspects of the region's dynamic effort to uphold sustainability goals. The discussion is supported by the analysis of particular indicators concerning key areas of development (Sahely et al., 2005), using a multi-criteria analysis approach. It can be observed that not all municipalities have the same ability to cope with adversity, which may possibly be explained by the heterogeneous access to development factors such as main transportation networks and agricultural resources. The fact that the region is located in a transitional area between coastal and interior regions may also explain some of the results observed. Finally, a brief discussion on the whether observed improvement trends are expected to endure is presented (Johnson et al., 2004).

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THE DISCOURSE OF IMPLEMENTING THE CONVENTION OF BIODIVERSITY - PLANNING IMPLICATIONS FROM A SWEDISH PERSPECTIVE

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This article presents result from an ongoing study with the purpose of showing how biological diversity, through different concepts or “story-lines”, are interpreted and communicated by governing bodies at different societal levels (United Nation, European Union and Swedish national government). The article focuses on three major “story-lines”; conservation and sustainable use of biodiversity; the ecosystem approach; and the landscape perspective. Showing that there is a transformation and broadening of the used concepts during the process of policy implementation. This policy package is supposed to permeate and influence policy/planning activities and decision making at regional and local level. By using a discursive approach there is possibilities to highlight different perspectives on biodiversity. Story-lines, discourses and perspectives in circulation in the society, have a big impact on the way experience and consciousness is structured, by different actors. This means that the way biodiversity is conceptualised comprehended and discussed at international and national level have implications for the position of biodiversity in regional and local policy and planning-practice. Another important condition for implementation of biodiversity at regional and local levels is possibilities for institutional capacity building where three components of capacity building can be distinguished: knowledge recourses, relational recourses and mobilization capacity. Two regions in Sweden have been chosen for closer examination.

The study is based on documents studies and interviews with Swedish key actors in the implementation process of the Convention on biodiversity (CBD). Today there is an insufficient connection between goal formulation at national level in relation to policy and planning practice in local and regional governing bodies. The illumination of discourses and transformation of goals through different levels of governing bodies can stimulate communication between macro and micro policy- and planning implementation. The theoretical approach, taking discourses and institutional capacity building in consideration, is not often used in research on biodiversity.

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PLANNING FOR CLIMATE CHANGE: EMISSIONS INVENTORIES AND GOVERNMENT JURISDICTIONS

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The mayors of over 600 cities have signed the US Mayors Climate Protection Agreement and agreed to “strive to meet or exceed Kyoto Protocol targets for reducing global warming pollution.” In order to achieve the Kyoto target (a 7 percent reduction in greenhouse gas emissions from 1990 levels) a city must first conduct an emissions inventory of greenhouse gas emissions (GHGs). The International Council for Local Environmental Initiatives has created the Climate Action Handbook to codify a standard approach to conducting emissions inventories then creating plans to reduce emissions to the Kyoto level. A variety of cities, large and small, have now written and published climate action plans. These can be characterized as bottom-up efforts.

At the global level the Intergovernmental Panel on Climate Change (IPCC) inventories GHGs for the entire planet. At the national level the U.S. EPA conducts an annual inventory within the framework established by the IPCC, and at the state level there are existing 1990 inventories for at least 40 states. These might be characterized as top-down efforts.

One of the major challenges of these emission inventories is a “boundary problem” in that climate change impacts do not occur locally, or even within a given nation’s borders, in response to particular actions. In a sense, climate change is the ultimate commons policy program.

However, assuming that reductions at all levels of government will be helpful in the long term, there still is the difficulty of determining which emissions sources should be accounted for in plans by which levels of government. At the local level, many transportation emissions sources – such as airports and railroads – are the result of activity from decisions that occur outside the local jurisdiction, yet these are often included in local inventories because they are significant sources of GHGs. At the national level, estimates of urbanization impacts may not be fine grained enough to reflect local differences.

This paper will compare approaches to conducting emissions inventories the local, state, and national levels. Drawing on several examples of emission inventory methodologies, the paper will argue that (1) both top-down and bottom-up approaches are necessary since certain kinds of data can only be collected at certain levels of government, (2) top-down and bottom-up inventories should be linked together in a hierarchical framework, (3) GHG emissions (and reduction targets) should be tied to the level of government at which policy levers for reducing emissions are most effective.

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A COMPARATIVE ASSESSMENT OF EMERGING U.S. COASTAL POLICY & PLANNING STRATEGIES

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U.S. coastal areas are experiencing an unprecedented increase in population and associated coastal land values, development, policies to control natural shoreline erosion and accretion, and environmental degradation. This growth is on a collision course with observed and anticipated acceleration in climate change and related shoreline change and sea level rise. The environmental planning cannon contains studies of coastal zone management and coastal hazard planning, but the literature lacks a comprehensive comparative assessment of current and emerging shoreline retreat strategies in response to sea level rise and their implications for coastal planning practices.

To respond to this gap, the researchers have examined the historical evolution of shoreline policy in U.S. coastal states (pre- and post-Coastal Zone Management Act (CZMA)), including their current laws, policy, and planning approaches, and emerging trends related to sea level rise. The researchers built a database of coastal states’ shoreline management laws under the CZMA and responses to its amendments, as well as current rules, regulations, market-based policy tools, and local management plans from state and local agencies that guide land use and development in coastal zones. After comparing the vertical and horizontal consistency between the federal mandates, state laws, and the states’ implementing agency’s rules and regulations, the team assessed the correlation between the regulatory structure and the actual shoreline management plans. Their analysis was supplemented by interviews with coastal managers in each coastal state to compare current planning strategies/tools, their perceived and empirical effectiveness, and emerging tools in urban/commercial, residential, and undeveloped shorelines. The findings reveal a significant trend in the gap between regulation, planning and actual practice, as well as novel policy innovations to ameliorate the effects of emerging sea level rise.

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NEW YORK CITY’S PLANYC INITIATIVE: DOES GREENER REALLY MEAN GREATER?

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New York City Mayor Michael Bloomberg argues that his aggressive new PlaNYC 2030 initiative will create “the first environmentally sustainable 21st-century city,” that is “stronger, healthier, cleaner, greener, and greater than ever.” Created by the new Mayor’s Office of Long-term Planning and Sustainability, PlaNYC focuses on an ambitious range of environmental issues including open space, brownfields, water quality, transportation, energy, air and climate change. It also positions planning as a critical and important activity in the modern urban political economy, arguing on the plan’s website that, “It is time to PLAN again for New York City’s future. It is our city. It is our responsibility. And it is our choice.”

Community and advocacy groups across the city’s political spectrum have signed on as supporters of PlaNYC, and anecdotal evidence suggests that Bloomberg has helped put planning, environmental and development issues on the lips of average New Yorkers to a degree unprecedented in the recent past. PlaNYC also represents a potentially useful model of how planners and other urban managers can contribute to the goals of environmentally sustainable urbanism through refinement of existing land use and long range planning tools (Neuman, 1998).

However, in PlaNYC’s greatest opportunity lies the potential for its greatest weakness, including over-emphasis on urban design, technology-based solutions and economic development to provide the necessary “trickle-down” effects for overcoming both structural and highly place-based issues in a metropolis of over 8 million residents. Susan Owens (1994) has argued that physical planning and environmental protection have many obvious overlaps, but that reliance on planning’s assumed efficacy to facilitate environmentally conscious decisions holds great risk, noting that, “Planning is contained within, and constrained by, economic and political forces and priorities on a wider stage,” (p. 440). As has already been suggested by some critics of PlaNYC, a conflation of physical planning and sustainable environmentalism coupled with Bloomberg’s autocratic governing style run the risk of resulting in a plan that fails not only as a replicable model for other cities but also as yet another exercise in top-down utopian planning not usefully tied to the existing realities and power structures of modern urban development.

This paper illustrates in what ways PlaNYC is indeed a harbinger of how planning power can be harnessed in progressive ways and in what ways it fails to address the core needs of New York City’s residents, becoming merely another wolf in green clothing or just “Rhetoric plus business as usual,” (Owens, 1994, p. 442). The case study provides an overview of the process and goals of PlaNYC and examines its utility as a policy tool for advancing the ideals of sustainable urbanism. Using archival sources and interviews with local planners and advocates I examine how and if this aggressive environmental agenda addresses the conflicts inherent in a broader conception of sustainable urban development (Campbell, 1996) as well as the ethical, political and values-oriented aspects critical to plan making and planning practice (Owens, 1994). The sweeping scope, ecological focus and institutional support for PlaNYC exhibit a renewed faith in the ability of planning to create environmentally responsible, vibrant and healthy urban places. Casting a critical lens on this effort can help us understand how, why and if a focus on ecological/environmental components of comprehensive urban and regional planning generates positive externalities for the social and economic aspects of the vexing sustainability question.

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[139] CONSERVATION SUBDIVISION DESIGN: A MAGICAL BULLET TO ENVIRONMENTALLY SENSITIVE DEVELOPMENT?

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The goals of the cluster design approach of conservation subdivisions (i.e., open space communities) are to preserve the unique elements, environmentally sensitive areas, and open spaces of a subdivision while at the same providing interconnected open spaces and habitats in the larger region (see Arendt 1996; Arendt 1999). In these significant aspects, conservation subdivision design promotes itself as an environmentally better alternative to the popular large-lot and low-density residential neighborhood types. However, empirical research needed to determine whether or not conservation subdivision design has fulfilled its environmental goals is very limited (see Taylor et al., 2007).

The proposed paper addresses the gap in the literature by tackling the question of whether conservation subdivision design has fulfilled its environmental goals at the local and regional scales. This research investigates conservation subdivisions in Waukesha County, southeastern Wisconsin, built between 1990 and 2004. The study makes use of geospatial data and analysis of conservation subdivisions in the County and compares with a subset of conventional subdivisions in close proximity built during the same time frame. The study, still a work-in-progress, points out that even though there are environmental merits to conservation subdivision design, there are several environmentally irresponsible design features as well.

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[140] THE DISRUPTION OF POLICY COMMUNITIES. TRANSITIONS IN DAM POLITICS IN THE NETHERLANDS AND THE UNITED STATES

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Transitions and transition management are actual themes in environmental planning and resource management under the rising discourse of climate change. Therefore, a better understanding of transitions is urgently needed. In this paper we focus on a comparative historical institutional analysis of dam politics in the Netherlands and the USA to get a better understanding of the patterns of change in policy communities concerning water resource management and environmental planning. What lessons can be learned from these changes either in the policy subsystem driven by expert communities or from the constraining physical legacy of spatial planning?

There is rather wide consensus in policy sciences that policy subsystems are normally characterized by stability if not inertia, but occasionally policies may change remarkably. In this paper we investigate two policy subsystems, functioning as 'épistémés' for its policy community, which have shown power/knowledge stability for more than half a century, but have undergone remarkable transitions in the past decades. The two cases to be compared concern the policy subsystem involved in the Delta works to enclose the estuaries of the rivers Rhine, Scheldt and Meuse in the Netherlands, and the policy subsystem which was responsible for the construction of a series of large dams to produce hydropower and control water levels in the Colorado River Basin (USA). The institutionalised policy image of the manifold benefits of taming and controlling water, which characterised the dam building era in both countries, is largely replaced by a policy discourse framing the dams being disastrous for river ecosystems and fisheries. The central questions of this paper are what have been the patterns of policy change in both cases at different levels of planning and how can we account for the observed patterns of change? Furthermore, what lessons can be deduced from the transitions in long term water resource management in the face of institutional requirements for tackling spatial problems of climate change in the near future? It will be shown that in spite of the political and administrative institutional differences between the Netherlands and the USA, very similar patterns and mechanisms of policy change can be observed. The concepts of advocacy coalitions, epistemic communities, and institutionalised policy image are helpful in understanding the ideational revolution in water management, but for an understanding of the opportunities and limits of implementing these new ideas, we need to address the physical legacy of policy subsystems as well as the path dependent development of institutions.

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MIXED-METHOD ASSESSMENT OF STREAM FUNCTION IN A HUMAN-DOMINATED SETTING

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Streams in a human-dominated setting, when assessed solely on a biophysical basis, are often viewed as highly degraded (Paul and Meyer 2001). Interdisciplinary fields such as urban ecology assert that in urban areas human and biophysical processes not only coexist, but directly interact and influence each other. (i.e. Grimm et al 2000, Pickett et al 2001, Alberti et al 2003, Alberti 2008). Recognition of this interaction, however, is not uniformly reflected in the management of creek ecosystems, which often has a narrow focus such as riparian corridor designation or fish population recovery. To remedy the situation, the variety of roles played by creek ecosystems must not only be acknowledged, but explicitly assessed. Such assessment requires the integration multiple data collection methods (qualitative and quantitative).

This paper examines the development and utility of a mixed-method monitoring network established on Brizzolara Creek located in San Luis Obispo, CA. The monitoring system tracks both social and biophysical impacts resulting from the construction of a 2,700-bed, LEED certified student housing complex constructed along the banks of the creek. The data generated are intended to serve three purposes.

- 1) Evaluate the long-term ecological and social outcomes of "green" building.
- 2) Assess the interaction between social consequences (such as awareness building or ecological citizenship development) and ecological outcomes (such as salmonid habitat quality and erosion).
- 3) Provide data to inform and guide management decisions regarding the creek and adjacent lands.

The network includes seven fixed stream sites, specifically targeting areas immediately downstream from stormwater outfalls associated with the new housing and sediment dispositional areas downstream. Complementing these data are social surveys, 232 were collected in 2007 with another effort planned for spring 2008. The social surveys evaluate awareness and perception of the creek including the visual cues used to assess ecosystem health. The results of the social surveys revealed inconsistencies between perception and biophysical stream indicators. These differences can be partially explained by whether or not a respondent actively used the areas adjacent to the creek for recreation and misunderstanding of creek processes in a semi-arid climate. These results highlight the passive educational role of natural areas and also the conflict between idealized aesthetic perceptions of aquatic ecosystems (often based on moist climates) and the reality of arid landscape processes.

The results have been used to inform a series of design alternatives for areas contributing to Brizzolara Creek seeking to both promote biophysical functionality and foster social connection.

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EFFECT OF PLANNING ON CLIMATE CHANGE MANAGEMENT

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This research builds on my Master's degree research that I presented at ACSP 2007 and is part of my ongoing dissertation research. Dr. Samuel Brody (sbrody@tamu.edu) is my advisor and dissertation chair.

This research examines the impact of comprehensive planning on central cities' ability to manage climate change. Earlier research indicates that comprehensive plans have a positive effect on disaster management and ecological conservation in the respective jurisdictions. Our previous research (presented at ACSP 2007) on climate change concluded that the metropolitan areas' resolve to adopt climate change management policies was a function of their climate change stress, risk and civic capacity. With climate change impacts expected to affect most of the cities in the coming years, we empirically examine the effect of comprehensive planning on climate change management in central cities in continental United States. The central cities are concentrated cores of Metropolitan Statistical Areas (MSAs) and Consolidate Metropolitan Statistical Areas (CMSAs). The impact of the plan documents is evaluated using a quasi-experimental pretest-posttest non-equivalent groups research design. Geographic Information Systems (GIS) and statistical techniques are used to rank and spatially organize central cities on dimensions of climate change stress, risk, and civic capacity. Planning impact is measured as the shift in climate change stress and risk from the pre-plan period (1990) to the post-plan period (2000). Climate change stress is measured through geographic analysis of the change in carbon emissions during the study period using the Emissions Database for Global Atmospheric Research (EDGAR). Climate change risk measures the change in the population exposure to various risks including flooding, sensitive ecosystems, coastline and hurricanes. Civic capacity estimates human capital variables that constitute an urban areas' ability to undertake climate change policy initiatives. Presently, the process of data collection is underway and expected to be completed by March 2008. Thereafter, t-tests and analysis of covariance (ANCOVA) would be used to evaluate the impact of local planning on climate change management.

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PLANNING AS IF CLIMATE CHANGE MATTERS: CONTEMPLATING PLANNING IN THE CONTEXT OF AN UNCERTAIN FUTURE

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Global Climate change poses serious questions about the adequacy of our current planning techniques and processes to meet challenges in the 21st Century. The environmental movement and the debates about sustainability have been fundamentally altered by the impending, yet uncertain impacts of climate change. Sustainability, a concept that encompassed the ethical concerns about human quality of life across space and time (current and future generations) has reached a point of urgency. It is no longer just about enhancing or maintaining quality of life indefinitely but importantly about survival of our institutions, civilizations and our way of life. In this paper I first discuss the transformation of the concept of sustainability in the context of climate change. Second, I pose five significant challenges of planning and discuss why these challenges cannot be addressed by our current planning techniques. Third, I propose a domain of local planning that is integrated with national and international plans.

Fourth, I show forms of scenario planning and methods that can address a large range of scenarios that include “Black Swan” events (high impact, low probability, yet can be explained in retrospect; based on Nassim Nicholas Taleb, 2007). Finally, I provide examples of how such analysis can be implemented in local plans.

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CLIMATE CHANGE ADAPTATION IN THE CONTEXT OF SPATIAL PLANNING – INSTITUTIONAL MEANS OF REDUCING LOCAL VULNERABILITY IN THE BALTIC SEA REGION

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The paper studies climate change adaptation from the viewpoint of institutional vulnerability. The empirical study presented focuses on the current state of adaptation in the countries of the Baltic Sea region (BSR) in the context of spatial planning systems. Special focus is on coastal regions. It is noted, that the actors in spatial planning work under competing priorities, out of which climate change issues still are seeking their place and importance on both national and local level policy making.

Based on the results of two linked studies, we give an insight into the capacities of national spatial planning systems to anticipate, cope with, resist and recover from the regional impacts of climate change. The paper summons main findings from an European Union Community Initiative Interreg IIIB-funded project ASTRA (Developing Policies & Adaptation Strategies to Climate Change in the Baltic Sea Region, 2005-2007).

Apart from awareness of the problem and the institutional preparedness to address it, the paper studies the efficiency of co-operation and dissemination structures within the BSR countries, another important precondition for adaptive action. We conclude by seeking ways to more efficiently tie climate issues into the existing spatial planning practices, a must considering the acute need for mitigating climate change on all sectors of the societies and the lasting need to adapt to the change.

The studies presented first addressed national focal points of the United Nations Framework Convention on Climate Change (UNFCCC) through a technical meta-evaluation on their views on the state of national adaptation capacities. A scorecard method was used, and later turned into a questionnaire sent to local and regional planners working on the operational end of adaptation, in order to get both top-down and bottom-up views on the issue.

Although being practical in nature, the results of the study are reflected against Ortwin Renn’s notions on risk governance, in particular in terms of different operating logics of different societal subsystems and the needs to answer these in policy making (Renn 2004, 2007). Demeritt and Langdon’s (2004) experiences on the problem framing are also noted. Here we also touch the questions of norms and social values as drivers equal to pure technical evaluations behind deciding on policy options as proposed by Fischer (1995). The need for contextualisation of scientific knowledge was recently debated by the author from the viewpoint of case study research (Haanpää & Peltonen 2007).

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ADDRESSING CLIMATE CHANGE: AUSTRALIAN AND U.S. PLANNING RESPONSES

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The science of climate change by now is well enough established to be able to predict certain likely weather-related changes that will impact human and non-human life, such as increased storm events, rising sea level, more extreme heat events, increased extinction risks to species, etc. (IPCC 2007). There are also a wide variety of currently emerging policy responses that municipalities and other levels of government are undertaking to plan for and reduce these risks, through sustainable urban form, local production of alternative energy, support for urban food systems, or waste management policies. These are undertaken both as adaptation to and mitigation in prevention of climate change. In some cases mitigation and adaptation are co-constructive, as in providing forested river buffers to adapt to and mitigate for storm events while providing carbon storage; in other cases adaptation and mitigation may conflict (IPCC 2007), as in goals of high human density which can minimize transportation energy expenditure, but which may prevent some adaptive responses such as local agriculture. This research develops a matrix of anticipated climate-change related concerns for human habitation areas, examines leading practice examples of municipal and other governmental unit plans and policies specifically addressing climate change, and compares them to examine what areas of climate change are beginning to be addressed, and what issues are not yet on policy-makers agendas. We focus primarily on policies that engage land use, as compared to non-built-form policies (e.g., purchase of alternative energies). We frame the analysis within the construct of adaptation and mitigation, to allow for comparison of where these two goals cooperate, and where they conflict, and which is currently apparently a higher priority, judging by the sorts of policies that are being presented.

Our research uses an international comparison approach, to maximize the broad relevance of our findings. To provide for more comparability, we examine cases from two highly developed countries (Australia and the United States), and from areas that are broadly speaking coastal (within 100 km of the coast, and thus

subject to coastal-related storm events), and that are generally part of the exurban sprawl that characterizes much of Australia and the U.S.' east coasts. These smaller peri-urban and exurban communities, with high natural amenity and lifestyle appeal, are known as 'sea change' areas in Australia and 'amenity' migration areas in the U.S., and are experiencing significant population growth in both countries. Responding to climate change risk within these types of rapidly changing communities will be a key component of planning for global climate change. Understanding the progress in, and also the gaps in, municipal and regulatory responses to climate change is necessary to move that planning forward.

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POLYRATIONAL LAND FOR EXTREME FLOODS - LARGE AREAS FOR TEMPORARY EMERGENCY RETENTION

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Extreme floods are a big challenge. Especially cities, with their intensive land use and densely accumulated values, have to cope with increasing risk of extreme flooding in the face of climate change. Harm must be reduced while the society must not be paralyzed. Planning has to rise to this challenge. My concept of Large Areas for Temporary Emergency Retention (LATER) reduces flood-caused harm. It is based on the idea to inundate less valuable areas to protect valuable areas. The major challenge then is, to make land for LATER available.

Three different research fields are brought together in this work: flood protection, land policy, and Cultural Theory. Flood protection is the overall planning objective of LATER. Land policy describes with law & economics how the land for LATER will be made available. Cultural Theory is used to translate land policy for LATER in specific strategies according to different planning rationalities, like planning by hierarchists, individualists, or egalitarians, or even by fatalists. The three research fields establish in this manner a methodological approach, which brings together planning methods, approaches of law & economics, and the cultural theory.

This research is concerned with a divide: in face of growing economies and increasing welfare, humans demand space; in face of the climate change, rivers demand space. None of both demands can

be rejected at all. The divide affects all spatial levels: nations, states, regions and cities, but in final consequence, it affects individual landowners. They provide the land, which is demanded. Hence, planning decisions are required to bridge the divide between the natural and human claims. The current research contributes to enable planners to challenge the decisions of LATER.

I am a PhD-student at Dortmund University of Technology. At the ACSP/AESOP-conference 2008, I would like to present the provisional results of my dissertation. My supervisors are Prof. Dr. Benjamin Davy (benjamin.davy@udo.edu) and Prof. Dr. Barrie Needham (b.needham@fm.ru.nl).

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CONSERVATION-BASED DEVELOPMENT AND WATERSHED STEWARDSHIP INSTITUTIONS:

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As rural communities transition from industrialized agriculture and natural resource extraction to sustainable community principles, they typically encounter intractable values disputes between those who believe the continued socio-economic health of rural communities depends on commodity production and those who prioritize the needs of natural systems. The emerging conservation-based development approach purports to offer a way out of that conflict, declaring that ecological integrity, economic opportunity, and community are inextricably linked in the long run.

The implementation of conservation-based development has led to a variety of new watershed stewardship institutions at the local level. Associations of organizations focused on watershed and/or community socio-economic health, they typically include local, state, and federal agencies, private firms and landowners, non-governmental organizations such as environmental and economic development groups, and watershed councils.

There are no agreed-upon metrics or even broadly accepted approaches for assessing these new institutions' effectiveness. A good deal of work has been done on evaluating collaborative processes and some on environmental outcomes, but almost none on the socio-economic effects of their activities. To help fill this gap we have been conducting an action research project with five watershed councils across Oregon, working with them to design and implement indicators of the socio-economic and civic engagement health of the watersheds in which they are located. This paper is an initial report of the results of that effort. We present and discuss findings in three areas.

1) The literature on community indicators strongly supports the notion that indicators must be tailored to the local social,

organizational, and ecological context. Our findings support this. We discuss some specific reasons for it with respect to watersheds and watershed councils, and the implications for the design and application of indicators.

2) Consistent with the importance of context, the five case study watershed councils in our project vary widely in terms of the roles they expect indicators to play in their planning, management, and evaluation activities. We describe and analyze the various ways our case study organizations seek to use indicators.

3) A major challenge in trying to develop indicators for watersheds and watershed councils is the availability of data. We discuss the reasons for this and describe some of the things we have done to try to overcome data limitations.

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SECTION 404 PERMITTING IN COASTAL TEXAS: A LONGITUDINAL ANALYSIS OF THE RELATIONSHIP BETWEEN WETLAND ALTERATION AND PEAK STREAMFLOWS

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Since the passage of the 1972 Federal Water Pollution Control Act, the U.S. government has sought to protect the nation's wetland resources. Even more stringent controls were later put in place to ensure "no overall net loss of wetlands." However, wetland losses continue despite an environmental permitting program under Section 404 of the Clean Water Act. An increased focus on wetland mitigation has not reduced impacts, as mitigation projects are often unsuccessful or never undertaken (Sifneos et al., 1992; Owen and

Jacobs, 1992). From a functional perspective, wetland alteration is considered central to the loss of natural water retention within watersheds and may increase flood hazards. Previous research has shown that wetland loss as measured by Section 404 permit activity are significant variables in explaining flood damages (Highfield and Brody, 2006).

The potential for individual wetlands to attenuate floods and reduce flood duration is well-understood. In fact, a comprehensive review of the literature conducted by Bullock and Acreman (2003) showed that wetlands play a significant role in modifying the hydrological cycle; 23 of the 28 studies on wetlands and flooding found that floodplain wetlands reduce or delay floods. This body of research is subject to several critical limitations, most notably the spatial scale of study, scant consideration of cumulative wetland losses and the importance of temporal issues.

The overarching goal of this study is to determine the degree to which wetland loss and alteration, as measured by Section 404 permits, affect peak streamflows over an 8 year time period in Coastal Texas. Specific research questions to be addressed include:

- 1) Do wetland losses lead to an increase in peak annual streamflows?
- 2) Do specific types of wetland permits have differing effect on peak annual streamflows than others?
- 3) Is the geographical location of permits within a watershed a significant factor explaining peak annual streamflows?

The study area for this research is the Coastal Bend of Texas. Analyses are conducted at the sub-basin level, incorporating longitudinal data from the U.S. Geological Survey, NOAA Coastal Change Analysis Program, and U.S. Army Corps of Engineers. Cross-sectional time-series regression models are employed to control for important geomorphic, human induced and natural landscape factors. Results indicate that the size and scale of the permitted wetland impact is a significant predictor of increased peak streamflows over time, while permits that represent smaller scale wetland projects have far less impact. This research is part of a completed but currently unapproved dissertation.

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CLIMATE PROTECTION IN A CONSERVATIVE COMMUNITY: A CASE STUDY (ARLINGTON, TEXAS) AND REFLECTIONS ON THE U.S. URBAN PLANNING PREDICAMENT IN AN ERA OF RAPID ENVIRONMENTAL CHANGE

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With the global climate crisis accelerating, mitigation measures urged by the United Nations International Panel on Climate Change and the Worldwatch Institute would require action far more rapid than the lethargic stance of the vast majority of U.S. communities permits. Nowhere is the gap between environmental responsibility and civic inaction more glaring than in Texas, whose greenhouse gas emissions exceed those of all but four nations and whose state and local politics and economic policies have been deeply shaped by the petroleum industry. This study examines the troubled politics of climate protection planning in a bellwether Texas city.

Arlington, population 367,000 and growing rapidly, epitomizes suburban sprawl, is the largest U.S. community with no mass transit system, has adopted an economic development model based largely on automobile-dependent regional tourism and professional sports, and has recently embraced drilling for natural gas in its neighborhoods. It also is led by a climate-crusading Republican mayor, is a member of Cities for Climate Protection, and is now completing its first community-wide greenhouse gas emissions inventory.

Drawing on interviews with the mayor, city manager, planners, other administrators, and citizen activists, the study highlights the challenges confronting the city's nascent climate-change mitigation efforts. It considers whether the analytical frameworks of Bulkeley and Betsill (2003) and Portney (2003) provide an adequate basis for understanding the political dynamics of climate protection planning in deeply conservative municipalities. And it uses the Arlington case to reflect on the dilemma that urban planning confronts as it attempts to respond to a crisis that its own practitioners and scholars have played a significant role in creating.

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[150]
EFFECTS OF THE INTRODUCTION OF A 'SHOCK RATE' ON WATER CONSUMPTION IN SEATTLE
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Water is a critical resource for cities and their continued development, as well as for the environment. Although planners, engineers, and utilities have traditionally focused on expanding water supplies for the needs of growing cities, they have recently begun to focus instead on managing demand through various conservation measures. In particular, many public water utilities have turned to increasing block rate price structures to reduce overall water consumption and signal the high environmental costs of water supply.

This paper evaluates the impact of a new and substantially higher block rate added to the existing price structure, called a 'shock rate', which only affects those who consume very high quantities of water. The public water utility in Seattle added such a rate to its existing

price structure in 2001, and has subsequently seen significant decreases in per capita water consumption.

Using a new, repeated cross-sectional data set obtained from Seattle Public Utilities, which details water consumption and payments for households in the city of Seattle in the period from 1991 to 2005, this paper applies multilevel/hierarchical regression in order to test whether changes in prices and price structure introduced by the shock rate are significant in models of water consumption. This paper identifies causal effects by controlling for variation among consumer groups before the introduction of the shock rate (i.e., pre-treatment).

These results are important in evaluating the effectiveness of pricing as a water conservation strategy, and in planning for future water consumption in Seattle. Finally, this paper concludes by exploring avenues for further research using discrete-continuous choice models, panel data sets, and conservation survey data.

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A MODEL FOR ESTIMATING FOOD DISTRIBUTION REQUIREMENTS IN THE U.S. AND IMPLICATIONS ON FOOD SECURITY
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Rising food prices have captured much attention in recent news. Food prices affect all consumers, but those most affected are farmers and the poor. Farmers can benefit from price increases by planting crops that yield higher levels of profit. Poor people, especially the food insecure and those in developing countries, who spend up to two thirds of their income on food, will be most adversely affected.

In the US, where most of the food consumed is processed, the prices in agricultural markets are only a fraction of the prices faced by consumers in food retail markets. Because rising energy costs will increase the nonagricultural cost of food passed on to consumers, we should expect to see the prices of retail food change due to changes in energy input costs. For instance, fuel for transportation will account for a larger fraction of the price of imported foods. This also means that regions with low food self-sufficiency will face higher prices in food. Furthermore, international trade in food is likely to accelerate

as Americans continue to demand more food and variety in food, and income increases in foreign countries lead to similar rising demands. This and rising global energy costs, especially fuels used for transportation, are likely to further drive up food prices.

In previous work, we presented state-by-state food self-sufficiency ratios and transportation cost estimates for six major food groups. This paper uses an improved method for calculating self-sufficiency that takes into account intermediate production in the food supply chain estimated from national input-output accounts. We then examine patterns of intra- and international agroindustry trade to estimate the transportation share of food prices in each county.

The contributions of this study are twofold. First, most studies of self-sufficiency compute ratios using a narrow definition of self-sufficiency, which is the ratio of the commodity produced to its domestic demand. This approach, while adequate for developing countries where consumption of primary agricultural products is more common, neglects secondary processing that typically takes place between farms and consumers in the US. To account for secondary industry activity, we impute total local demand using input-output accounts. Our results provide an estimated breakdown of the costs involved in consumer prices for food.

Our second contribution is to provide a model for estimating food price changes due to changes in import/export quantities and transportation costs. Geographic differences highlighted in the results allow policy makers to determine the geographic areas where food security is most likely to be affected.

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BEYOND THE DIVIDE: RURAL-URBAN TRANSITION AND THE CO-ADAPTIVE CAPACITY OF PLANNING, THE CASE OF HAAGLANDEN, THE NETHERLANDS

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Many studies on urbanisation in the last decades may lead to a conclusion that major city-regions in Europe and North America have been in transition towards the peri-urban regions. It is a transformation from city versus countryside as the focal points towards a region as a 'space of flows'. It might result in a shift in spatial structure from monocentric towards polycentric city-regions, where rural-urban boundaries will be no longer essentially evident. At this stage, peri-urban areas, which are urbanising areas in adjacent or outside the established city, is increasingly becoming an important

agenda for planning. However, incorporating this issue is not always an easy task since peri-urban areas have long been a neglected spatial element in planning. By using the concept of transition from a perspective of complexity theory, this paper aims at understanding the co-adaptive capacity of planning in responding to and anticipating this dynamic process. A crucial question to be addressed in the paper is: has planning co-adapted to rural-urban transition? The paper will take Haaglanden, one of the most vital and most dynamic city-regions in the Netherlands, as the study case. By conducting interviews and reviewing various documents and literature, the paper will identify the extent to which Dutch planning from local to national levels has co-adapted to such transition. The analysis will focus on three interrelated aspects of planning: content, process and context or institutional conditions.

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ANALYZING THE IMPACTS OF TYPHOONS AND FLOODS TO RESIDENTIAL STABILITY IN KOREA

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Natural disasters including typhoons or floods have system-wide impacts on disaster areas, through the loss of lives and properties, or through damage to public and private facilities. These disasters eventually disrupt all sectors of both the regional and the national economy, and all parts of residence and employment for an extended period of time. In many cases, small and marginal communities are very vulnerable to disasters due to insufficient disaster resistance facilities by poor investments, lack of emergency preparedness and readiness by perfunctory disaster education and training, slow and inefficient disaster response by diverse control systems and resource misallocation, and lack of effective recovery programs and system evaluation. Consequently, the extreme severity of disaster impacts in small and marginal communities can be linked to resident poverty and community breakdown by the movement of residents and firms.

Korea has recently experienced severe natural disasters including typhoons, winter storms, and wild-fires. Typhoon Rusa in 2002 resulted in 246 casualties and property damage of 5,147.9 billion Won. . There have been many historical evidences that disasters eventually collapse marginal communities and local economy. However, this issue has seldom been addressed empirically in the field of disaster management. Previous studies have generally focused direct disaster damage rather than residential stability. Consequently, the underestimation of disaster impacts can be linked to deficient recovery programs or misguided governmental policies,

poverty and inappropriate development of affected areas, and failure of community security and governmental responsibility.

This research is to analyze the trend of natural disaster damage since the year of 1980 in Korea, and to examine the association between natural disaster damage and residential stability. This research provides the growth rate and geographical distribution of natural disaster damage, and identifies the impacts of natural disaster damage to population migration of rural areas. Statistical analysis methods such as correlation analysis, t-test, analysis of category data, Poisson distribution are applied to identify the association between natural disaster damage and residential stability. GIS techniques are used to investigate geographical distributions of disaster damage and migration patterns. Socio-economic data are obtained from Population and Housing Census, Population Migration data, Economically Active Population Survey, Social Statistics Survey, and Industrial Census data of Korea National Statistical Office.

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ENVIRONMENTAL PLANNING IN HABERMASIAN SPACE: SOCIAL CONSTRUCTION AND DISCOURSE OF DIFFERENT CATEGORIES OF NONPROFIT ORGANIZATIONS

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Relation between this proposal and my doctoral dissertation: Drawn from an almost completed dissertation
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Air pollution is a complex issue spanning numerous causes, massive amounts of harmful effects, and therefore, multi-dimensional efforts at solution. Solutions identified by scholarship range from factors associated with land use and transportation planning (Banerjee and Baer, 1984; Hanson and Giuliano, 2004), political influence, laws, institutions to social movements and collaborative planning (Innes and Gruber, 2005). Collaborative planning in Habermasian space of autonomous discourse and legitimacy, in particular, is demonstrated as an effective implementation strategy for achieving environmental goals by enabling environmental nonprofits to catalyze integrated land use and transportation planning actions for healthier air quality and other such issues (Wheeler, 2000).

With increased emphasis on environmental issues, social equity nonprofits are also progressively becoming more involved in advocacy efforts inspired by environmental justice implications of

land use and transportation planning. However, little is reported in the literature about differences in the discourse of the nonprofits emphasizing social equity and that of their strictly environmental counterparts. We know very little how such differences influence their advocacy communication, and how these two different advocacy types impact the land use and planning decisions.

This research attempts to address this lacuna in the existing literature by examining the role of these two types of nonprofits in collaborative planning for enhancing air quality. Using findings from interviews, surveys, and content analysis of organizational documents, it investigates the arguments put forth by equity and environmental nonprofit organizations, planning solutions favored by these two kinds of nonprofits and decisions taken for land use and transportation planning for improving air quality in Greater Los Angeles Region.

This study looks at the "inland port" in Antelope Valley, California, being designed to reduce air pollution for the ports of Los Angeles and Long Beach. Analyzing data collected from nonprofits, Southern California Association of Governments (SCAG), South Coast Air Quality Management District (SCAQMD), and other involved entities, this inquiry shows that equity and environmental nonprofits socially construct air quality issues differently which leads them to favor different kinds of planning solutions. It further shows that these different types of social constructs, negotiated in Habermasian space influence land use and transportation planning decisions in a way that manifests features from the constructs of both kinds of nonprofits.

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LOCAL GOVERNMENT PLANNING FOR SUSTAINABLE DEVELOPMENT: AN EVOLUTION IN CALIFORNIA

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Central theme

This paper revisits research presented at the AESOP-ACSP Congress in 2003. That work described the planning efforts of cities and counties in California as they began to integrate sustainability principles into the comprehensive plans each is required to adopt by state law. Now, five years later, much has changed. For instance, one of the jurisdictions highlighted in the 2003 research, Marin County, which was early in the process of updating its "General Plan" at that time, has recently adopted a plan that many consider to be the most ambitious comprehensive plan in the U.S. in addressing sustainability issues. In addition, Marin's sustainability program was selected for the American Planning Association's 2008 National Award of Excellence in the implementation category. And while the number of California cities and counties that, in 2003, had undertaken serious sustainability efforts could be counted on the fingers of two hands,

that number has since grown dramatically. These plans have also become far more sophisticated, both in terms of the topics they address (e.g., green building, land use and public health, water supply, food systems) and the level of detail the topics are afforded.

Furthermore, addressing green house gas emissions is just beginning to become a staple of local comprehensive plans, in part because of the demands of local residents and in part because of the demands of the State of California. Even a year ago, almost no plans addressed this topic. Now virtually all are being called upon to do so.

The paper will consider the incidence of sustainability planning in local comprehensive plans, updating that data from that developed in 2003. It will also look at the breadth and depth with which topics are addressed, as well as the mechanisms (plan goals, policies, implementation measures, indicators, monitoring programs, etc.).

Approach and methodology

This paper reflects an ongoing collaboration between an interdisciplinary program in environmental studies and planning at a California university, one with a longstanding research and teaching commitment to sustainability topics, and a county government that has historically used its comprehensive plan as an effective tool for identifying and implementing its most dearly held goals and policies. The paper will place special focus on how local planning processes identify sustainability topics that will be addressed; offer insights into strategic considerations, common obstacles and how they might be surmounted; and discuss building and maintaining a broad constituency for sustainability.

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

This paper and the research it reflects will be relevant to planning practice by reviewing the on-going sustainable development activities of local governments from scholarly and practical viewpoints. This analysis will be useful to local governments contemplating or engaged in such activities and will be valuable to students and researchers as they explore this evolving field.

Key data sources

Key data sources will include primary source materials regarding the activities of local governments (e.g., comprehensive planning documents) and interviews with local government officials involved in developing and implementing sustainable development policies and programs.

References:

Major references are primary source materials regarding the activities of local governments (e.g., comprehensive planning documents from Marin County, the City of Santa Monica, the City of Berkeley) and reports of the U.S. Environmental Protection Agency, the United Nations, ICLEI, and the Local Government Commission.

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RELATIONSHIPS BETWEEN PROXIMITY TO BIOSOLIDS APPLICATION FIELDS AND LAND PRICE: A REMOTE SENSING AND GIS BASED COMPARATIVE STUDY OF LUCAS AND WOOD COUNTIES, OHIO

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We investigate the influence of proximity to biosolids application fields on land price. Our research question is whether there is any correlation between the proximity of land parcels to biosolids application fields and their prices. Our hypothesis is similar to that of Alonso (Alonso, 1964). However, we replace Alonso's central business district with biosolids application fields. We test our hypothesis in two North West Ohio counties: Lucas and Wood.

Our research methodology is twofold: first, identification of biosolids application fields using Remote Sensing technology (Cao and Ikeda, 2000; Fjällborg et. al., 2005), and second, running regression models and using GIS to find out the correlation between the proximity to biosolids application fields and land price (Sadik et. al., 2007). Our data comes from different sources. We downloaded the satellite images of Landsat 5 and Landsat 7 path 20 row 31 from Ohioview. We collected the biosolids application data for Lucas County from Oregon Wastewater Treatment Plant (WWTP), while the data for Wood County comes from Bowling Green WWTP and Perrysburg WWTP. The land price data comes from the county auditors' offices. Because we cannot see any difference between the biosolids application fields (training data) and regular fields (validation data) after 30 days, we have matched the clear images and biosolids application fields that were applied within 30 days before the images were taken. At this stage, we are using supervised classification method to identify the biosolids application fields. After we finish identifying the biosolids application fields through the last 9 years, we will use statistical regression models to figure out how the land price changes with the increase of distance from these fields. We'll also use ArcGIS to draw concentric circles of 1-mile, 2-mile, 3-mile, 4-mile, 5-mile, and more than 5-mile radii. Thus, we'll be able to compare land prices in different concentric circles from the biosolids application fields. We'll also investigate the factors causing the differences in land prices, if any.

Because biosolids are applied widely as a fertilizer on the farmlands in the U.S. and other parts of the world, it is important that their impacts on land prices in both urban and rural areas are explored so the policy makers can make proper policies regarding human health, safety, and economy. This exploratory research will add up to existing literature in land use and environmental planning by opening a relatively new window for planning education, practice, and scholarship.

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MITIGATING FLOOD DAMAGE THROUGH LOCAL COMPREHENSIVE PLANNING IN FLORIDA

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Flooding is one of the greatest threats in the United States, causing approximately 7 billion dollars property damage annually. Property damage has increased continuously and is exacerbated by the growing vulnerability of society to floods as a result of increasing population and development in flood prone areas. With rapid technological, social, and cultural progress, people have made continuous efforts to minimize the losses from floods (Mileti, 1999). Until the 1960s, most flood management efforts were focused on structural measures such as building levees, dams and flood walls. Since the late 1960s non-structural measures such as directing land use away from hazardous areas, communicating the mitigation information, protecting sensitive areas, and purchasing insurance have been to be emphasized. Most importantly, many recent efforts have gone towards establishing local government's role in flood mitigation through their land use planning (Godschalk et al., 1999). However, there are wide variations in local government's attention and efforts toward flood mitigation policies in land use planning (Burby, 2005) and little empirical research has been done relating the variation of their planning efforts to actual flood damage.

This study evaluates the quality of flood mitigation policies adopted in local comprehensive plans as an important indicator of local planning efforts. Plan quality measures the degree to which the local comprehensive plans integrate flood mitigation policies against the evaluation protocol. The protocol is developed based on a variety of literature regarding flood mitigation measures and plan quality evaluation (Berke, 1994; Berke, Roenigk, Kaiser, & Burby, 1996; Brody, 2003; Nelson & French, 2002). In addition, this study considers other planning efforts under the control of local planners including: planning capacity, the planner's commitment and budget.

This paper uses the multiple regression model to examine the extent to which the planning factors have an impact in reducing actual flood damage in Florida. The data for this study was obtained by relying on a combination of existing information gathering and an internet survey conducted in 2007. In the list of all local jurisdictions in Florida, the sample was limited to jurisdictions within 100 miles of the Florida coastlines which have more than 4,500 residents. Based on these criteria, 264 jurisdictions were selected and the survey was requested to flood planners of those communities. Among them, 93 jurisdictions responded. However, 34 jurisdictions answered that there was no flood in their jurisdictions over the last 5 years. Thus, responses of 59 jurisdictions were useful for this study. The dependent variable, flood damage data were collected from FEMA Flood insurance claim data. The independent variables include the quality evaluation score of local comprehensive plan and planning efforts obtained from the survey. Other contextual variables include biophysical, built environmental, and socio-economic factors which were gathered from National Climate Data Center, U.S Army Corps of Engineers, U.S. Census and the State of Florida.

This study is important because it gives local planners valuable information for developing local comprehensive plans, which, in turn can decrease flood damages. In addition, it adds to the scholarly literature which has focused on the effectiveness of flood mitigation through land use planning. Rising property damage from floods is an obvious indication of unsustainability. Thus, this research will contribute to building sustainable and flood resilient communities.

My abstract is drawn from a dissertation proposal.
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GREENING THE URBAN REGION: SPATIAL PLANNING AND THE ECOLOGICAL REDEFINITION OF SPACE

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Whilst the process of 'new regionalism' within Europe has asserted the role of regions as the new agencies of decision-making (Benz and Eberlain, 1999; Le Gales and Lequesne, 1998), the role of the region in delivering sustainability remains an area of considerable debate (Barker and Fischer, 2003). Ravetz (2000), in particular, has argued that the greatest challenges facing sustainability are presented by urban-regions whose patterns of 'linear' organisation are at odds with the self organising 'ecocycles' characteristic within natural systems. Typically, this has resulted in the fragmentation, displacement or reduction of green space and reduced the ability of urban areas to provide fundamental ecological and social services (Pickett et al, 2004).

Recent estimates of urban growth within Europe have suggested that levels of urbanisation will reach 80% by 2015 (United Nations, 2001). This is likely to present a significant challenge for urban regions as they strive to work towards sustainable management solutions. Typically, the process of urbanisation causes the fragmentation, displacement or reduction of green space and reduces the ability of urban areas to provide fundamental ecological and social services (Pickett et al, 2004).

According to Gill et al (2007), a particular area of concern is the reduction of urban resilience in the face of increased climate change impacts. In the light of these challenges, researchers have called for improved attempts to link spatial planning initiatives with Green Infrastructure (GI) based approaches.

However, despite a history of planning for ecological networks and greenways within urban areas in Europe (Jongman et al, 2004), the concept of Green Infrastructure is still largely within its infancy. This is particularly true in the UK where Green Infrastructure responses have only emerged in the last few years. In recognition of the need for increased levels of government commitment to Green Infrastructure both the Town and Country Planning Association

(TCPA) (2004) and the Royal Commission of Environmental Pollution (RCEP) (2007) have recently reported on the potential benefits of Green Infrastructure planning.

In response to this emerging agenda, the North West Green Infrastructure Think Tank (2007) has produced the 'North West Green Infrastructure Guide'. As well as encouraging local authorities within the region to take stock of available Green Infrastructure provisions, the guide provides an indication of how ecological principles can be incorporated within urban planning. This paper considers the nature of this guidance and seeks to assess the impact it is likely to have on future planning practices within the region. Based on interviews conducted with planners within the Association of Greater Manchester Authorities (AGMA) and the review of the recent consultation processes, we discuss the strengths and weaknesses of the current approach and outline recommendations for improved integration.

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STATE POLICIES IN SUPPORT OF WATERSHED-BASED URBAN CONTAINMENT PLANNING: THE OHIO BALANCED GROWTH PROGRAM

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Growth management policies that have been adopted in over 30 states in the United States and dozens of localities and regions seek to affect the location, timing and/or rate of land urbanization." Most states that developed policies in the 1970s or 1980s to address low-density urbanization were characterized by increasing population from immigration. A second wave of state policies in the Great Lakes basin face a different problem: how to mitigate or reverse a trend of decreasing density in metropolitan areas with stable or decreasing population?

This paper describes the research conducted for the Ohio Lake Erie Commission (OLEC), which consists of six cabinet-level state agencies (development, health, agriculture, natural resources, transportation and environmental protection) and is the lead entity overseeing implementation of the Ohio Balanced Growth Program (BGP). The BGP focuses on the adverse affects of low density sprawl on the ecological integrity of Lake Erie and its tributary watershed, and is to date, non-regulatory and incentive-based (OLEC 2004).

The key question for the research was what mechanisms (OLEC agency policies, program changes, and incentives) can be used to support implementation of the Balanced Growth Program, both in terms of direct state action and incentives for the watershed-based land use planning framework of the program, which entails identification of priority development and priority conservation areas--much as had been done in Maryland (Cohen 2002), but identified through local watershed partnerships to guide local planning and state actions and investment. The paper then describes research that was undertaken to assist OLEC in reviewing its own policies, programs, and funding streams that could be used to support development of three pilot watershed-based plans and to modify agency activities. The research design included a review of academic and policy-center literature on the effectiveness of growth management policies (Carruthers, 2002; Moore, T & A.C. Nelson 1994) and the relationship of landscape and watershed planning to growth management (Bengston, et al 2004; Ryder 1995), creation of a database of current programs of the OLEC agencies, a set of focus groups of developers, and a comparative analysis of these data sources to identify key leverage points for state agency action. Results of the research, including the recommendations made to OLEC and how these have been incorporated in the agency's programs, are also described.

The paper is relevant to planning practice, as it adds new information to our understanding of the implementation of growth management programs at the state level. It also offers insight into collaborative planning processes between state agencies and stakeholders. It explores the context of planning, describing efforts to address low density land use change in a situation of population stability or decline and a foundation in watershed planning, which differs from other state-led growth management programs. Finally, it describes the use of a stream of research results that were directly used to inform and support the work of OLEC's interagency taskforce that was reviewing the policies, programs, and incentives for the Balanced Growth Program.

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[160]
USING SOCIAL COSTS TO DISTINGUISH AMONG ALTERNATIVE LAND-USE FUTURES

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With a growing number of tools for simulating future land use change in regions (such as LEAM, WhatIf, and UrbanSim), planners now have the ability to more systematically consider and present the future consequences of alternative public policy and investment choices. A critical step in successfully working with scenarios is being able to distinguish usefully among them (Deal and Pallathucheryl, 2007). In this paper, we look at distinguishing among alternative land-use futures based on social costs, in particular at the problem of distinguishing among alternatives that have different spatial distribution of land-use change but similar total regional population and employment. We describe a series of experiments conducted using three land-use simulations for the eight-county area that straddles Georgia and Alabama in the United States and includes at its center the Fort Benning military installation.

Social costs associated with land-use change are estimated using SCALDS (Social Cost of Alternative Land Development Scenarios), an accounting framework for estimating monetary and non-monetary costs associated with urban land development at the metropolitan scale (Conrad and Seskin, 1998). Sponsored by the U.S. Federal Highway Administration, SCALDS is a spreadsheet model that accounts for 1.) physical development, including land consumption, existing and projected housing mix, regional employment, and local infrastructure capital and operating costs, 2.) annual peak and non-peak cost of travel on a passenger mile traveled (PMT) basis, and 3.) non-dollar denominated costs such as the air pollution and energy consumption. SCALDS was used to assess the social cost of future development by Deal and Schunk (2004).

We find that SCALDS cannot usefully distinguish among scenarios if simply applied to the region as a whole when the amount of change is the same but differently distributed among the parts of the region. So, we describe applying SCALDS to sub-regions (6 Public Use Microdata Areas from the 2005 American Community Survey) and then aggregate to the entire region. Based on these different applications, we arrive at a number of findings: for instance, that the largest differences are produced when the amount of land being consumed is different (about 13% decrease in costs for a 33% decrease in land consumption).

We conclude with a discussion of the additional data that might help better distinguish among scenarios. We also consider the other cost parameters that would be of interest to planners in the region.

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[161]
AN INTEGRATIVE APPROACH TO BIODIVERSITY CONSERVATION PLANNING IN THE CCZ AND THE DMZ IN KOREA

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Among the increasing number of sites whose biodiversity are significantly threatened in the world, the Demilitarized Zone (DMZ) and its buffer Civilian Control Zone (CCZ) in Korea have received considerable attentions nationally and internationally for their valuable status of nature and biodiversity. DMZ and CCZ, the last remaining Cold War-style frontier after the fall of the Berlin wall in 1989, have largely been undisturbed for the last 50 years under tight security measures. After the end of the Korean War in 1953, the 4-km wide DMZ was designated along the 250-km military demarcation line on both sides of North Korea and South Korea. Along the southern boundary of DMZ, the CCZ was also established with a variable width of 5 to 20-km as a buffer for military security by South Korea. However, significant encroachment from the southern boundary of CCZ has occurred for by urban and agricultural development without systematic planning, and destruction of potentially valuable areas for wildlife habitat has significantly increased for the last decade, threatening biodiversity in the region. The purpose of this research is to explore more effective ways to select areas for biodiversity conservation in the CCZ in South Korea. In spite of increasing public awareness on the significance of natural environment in CCZ, extremely limited access for military security and buried landmines, and the lack of data have been significant barriers for effective biodiversity conservation. It is also controversial on how to measure the value of biodiversity in the region to select areas for conservation, simultaneously considering stakeholders' concerns in the CCZ.

In this study, after examining historical efforts and methods developed for area selections for biodiversity conservation, I applied an integrative approach in the context of CCZ. The integrative approach includes systematic area selection methods; MaxEnt, ResNet, and MultCSync in conjunction with Geographic Information System (GIS) for biodiversity content analysis and a focus group interview to understand local residents' values and perceptions. Using the species occurrence data from the Ministry of Environment in Korea and environmental variable information from the internet web resources, the study employed MaxEnt program to model spatial distributions of each species. The 47 models of species distribution were next analyzed using ResNet program to prioritize areas for conservation, based on biodiversity principles such as

complementarity and rarity. The ResNet analysis produced three options of area selection for biodiversity conservation, and these three were finally evaluated using MultCsync program to apply multiple criteria that were elicited from a focus group interview. The focus group interview was conducted with eight local residents in Cholwon village in the CCZ, and the criteria identified include the area of crop land, the area of red-crown crane distribution, the distance from demarcation line, and the distance from the Sorak National park. MultCsync systematically evaluated three spatial solutions to find ones that have the least distance from the demarcation line and Sorak National Park, and that have less amount of crop land area and a larger amount of red-crown crane distribution area.

The integrative model applied in this study is iterative process and thus, should be improved by updated data and identification of dynamic socio-cultural issues to be addressed for more effective biodiversity conservation. Consequently, the improved model will help provide regional agencies or central governments with useful frameworks for regional land use policy, proactive conservation strategies, and natural resource management, not only for the region of DMZ and CCZ but also for other significant places in the world where species and biodiversity are greatly threatened in the world.

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SUSTAINABLE COMMUNITIES AND SCHOOLS

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As patterns of sprawl continue to develop across the country, 'sprawl schools' also have developed. These are described as schools which encourage less walking and cycling for access, and more driving and congestion and longer commute times by private autos (Schlossberg et.al. 2005). Schools in general require large amounts of land and as such tend to be allocated to property which is cheaper. This tends to be at the edge of the suburb reaching into the rural parts which creates further impetus for driving.

Community schools, on the other hand, have a remarkable effect on how our communities grow, and often the cycle of growth and development of new communities is influenced by the location of schools. Thus, the challenge of accommodating the growing student population and addressing aging facilities presents an opportunity to invest in smart community development which can produce neighborhood-centered schools that offer high-quality educational programs while benefiting their communities in many ways.

This question of fostering community schools or building new ones also begs the question as to whether districts should concentrate on strengthening existing schools as part of their host communities, or provide for students to travel to distant, newer schools, which may perform better. These better performing schools may be located in the areas addressed earlier as suburban and hence may be termed sprawl schools. So in a sense by adhering to policy options such as school choice the district is inadvertently supporting sprawl and doing so to the detriment of existing urban communities. This is because the better performing students and the more skilled staff as well as the public finance will all follow the trail to the sprawl schools.

The research seeks to address the following questions:

- (1) How has the district evolved spatially over the last forty years?
- (2) What environmental, economic and social factors impact the construction and operation of schools in the district?
- (3) How do these factors affect the graduation rate?
- (4) How do these factors affect the student performance?

The first question will be addressed through a spatial exploration of how school citing correlates with population concentrations in the district. Using 10 year increments from 1960, schools will be geocoded to a base map of the city and population concentrations will be identified for these years. Spatial analysis will be conducted to

determine the relationship between the population concentrations and the schools. The second question will utilize a set of sustainability indicators, which were identified to evaluate school environment in the district. Factor analysis will be conducted using this indicator set and the factors will be used to understand relationships between environment, economic and social development phenomena on high schools. The next two questions of the research looks at the applying regression analysis to understand how the factors identified above affect student performance in terms of the graduation rate and testing scores.

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CLIMATE CHANGE GOVERNANCE – POTENTIALS AND RESTRICTIONS OF ACTOR COOPERATION IN METROPOLITAN AREAS

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In recent years climate change has become a major issue in metropolitan areas. There have been important political commitments to reduce emissions. When implementing these goals on the local and regional level it becomes obvious that the subject affects many sectors and actors and that there are quite a lot of restrictions that affect implementation processes. Against this background and the broader scientific discussion about steering capacities of the local state a cooperative ap-proach seems appropriate and could well contribute to the implementation of strategies against climate change.

The paper discusses the application of the governance concept on the issue of climate change and develops requirements for good climate change governance. The analysis includes the three dimensions of a) actors that are to be involved, b) instruments to tackle climate change and c) the processual and institutional setting.

Ad a) The governance concept puts particular emphasis on the cooperation of public and private actors. Approaches like public private partnership, corporate citizenship and citizen engagement promise to increase the range of strategies against climate change. Ab b) On the instrumental level the governance concepts includes regulative and communicative instruments, financial incentives, economic instruments and the development of organisational frame. The task in the context of the climate change issue is to identify the most effective specific instruments and combinations.

Ad c) Particular attention is put on the processual and institutional setting because the issue of climate change on one hand has got intersections to many sectors but on the other hand there is hardly any institution that feels responsible for it and has the strength to coordinate an inter-sectoral implementation process. Climate change quite often still is an intermediate issue and need innovative solutions concerning informal processes and formal institutional settings.

Regarding these dimensions the paper will discuss potentials and restrictions and conclude recommendations for tackling climate change by implementing a climate change governance on the regional level.

The paper is based on empirical analysis on climate change governance in the Baltic Sea area and in the Metropolitan Region of Hamburg. Another background is the author's participation in the World Future Council's expert commission "Cities and Climate Change".

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- Developing Policies and Adaptation Strategies to Climate Change in the Baltic Sea Region (ASTRA) (EU: INTERREG, 06/2005 – 12/2007)
- Urban Flood Management (UFM) – Adaption to extreme flood events in Hamburg (BMBF: RIMAX, 06/2006 – 08/2008)

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ADDRESSING THE SUSTAINABLE DEVELOPMENT CONUNDRUM: PRESCRIPTION FOR AN ENLIGHTENMENT PRINCIPLE OF SUSTAINABILITY

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This paper reviews some recent reports on the world's overall progress on the implementation of sustainable development (SD) initiatives and concludes that new strategies of implementing SD are needed, because most of the world is simply not making the ambitious progress envisaged at the inception of the idea of SD in 1992. The paper contends that SD has become a conundrum, due primarily to the nexus or confluence of science, politics and the citizen interest. The relationship between these three critical factors is tenuous, yet they collectively play a crucial role in, indeed fundamentally influence, how society's resources are used to support human activities in a sustainable manner. The nexus of the factors, also the cause of the SD conundrum, is where the methodological challenge of achieving SD goals lies for planners and other technocrats. This paper contends that the classical 3-E SD principles of environment, economy and equity have been ineffective in and for unraveling this conundrum. To address this challenge, this paper suggests broadening the discourse on SD principles and, in this regard, prescribes an additional E principle, termed 'enlightenment.' The paper argues that, from every dimension of the human experience, whether historical, philosophical, spiritual, technological or otherwise, perhaps one of the all time and most touted keys to effectiveness and success in any endeavor is wisdom (enlightenment) that comes from usable knowledge, that is, knowledge that is applicable to achieving one's purpose or endeavor. The paper will delve into the conceptual and empirical literature on knowledge, empowerment and planned change, in an effort to buttress the claim that enlightenment is the basis for power, and a tool for meaningful change. To achieve a society's SD goals, enlightenment of all the stakeholders in the development process is imperative. Arguably, an uninformed or unenlightened public is the greatest obstacle to the

attainment of the MDGs. Enlightenment helps people to comprehend the nature and dynamics of the ecosystem, and the impacts of their activities on the system. Enlightenment also provides the rationale and conviction for people to want to act responsibly toward the ecosystem by changing or stopping those activities that threaten or undermine the welfare of the ecosystem and, thus, of people. Enlightenment is almost the spiritual (not religious) ingredient in the strategic recipe for implementing and achieving the goals of SD. The paper concludes with a brief discussion of how a SD prism, consisting of the classical 3-E principles and the enlightenment principle, exemplifies the broadened discourse advocated to address the SD conundrum. Some policy and methodological advantages of the enlightenment principle are discussed.

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COMMUNITY BENEFITS AGREEMENTS: EVALUATING A PROMISING TECHNIQUE TO PROMOTE ENVIRONMENTAL JUSTICE

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Over the last thirty years, considerable environmental justice research has documented that lower-income communities and communities of color are disproportionately affected by environmental hazards and burdens that often result from locally unwanted land uses (LULUs). Examples of LULUs include power plants, transportation infrastructure, new stadiums, land fills and airport expansions. These facilities are locally undesirable because of the concentrated costs and risks to the host community but are socially desirable for their widely distributed benefits. Community Benefits Agreements (CBAs) are a promising new approach to the challenge of siting LULUs. This strategy engages residents of the host communities before decisions are made in an effort to deliberate on whether a siting agreement and compensation package can be reached. The types of compensation generally reflect the anticipated impacts of the project and are tailored to address the needs of the affected community.

Little information has been published on CBAs. This research will be an important step forward in understanding its true strengths and weaknesses. From a list of 13 known CBAs, four case studies were selected. These case studies were selected because they represent a

range of project types (airport expansion, brownfield redevelopment, road construction project, and intermodal freight terminal) in different communities throughout North America. Evaluation of each case study will involve a multi-pronged approach including content analysis of newspaper articles, interviews with participants, reviewing relevant documents, and site selection assessment. Using a 'just-city' theoretical framework, each evaluation will consider the equity and justice of the process, the outcomes, and the larger regional implications of the site selection. This research is important because it evaluates whether Community Benefits Agreements will improve proactive public engagement in a difficult decision-making process. It will document and compare how compensation can be tailored to meet the host community's existing needs and anticipated burdens. From a societal perspective, this research is important because it will explore whether the incorporation of stakeholders' 'local knowledges' and this process of deliberative democracy results in superior site selection decisions relative to existing processes. If CBAs could break the NIMBY (Not in my backyard) log-jam in a manner that increases local equity and regional benefits, it would be a powerful advancement over current procedures.

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CONSERVATION EASEMENTS' EFFECTS ON URBAN GROWTH

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A direct manifestation of neoliberal economic precepts in urban planning and geography, conservation easements have proliferated over the past thirty years in rapidly urbanizing areas. Their popularity corresponds to federal and state tax laws creating incentives for private preservation of natural and scenic resources with significant public benefit. But there is no public input in the easements' employment or location. This creates public subsidy of private actions with little to no planning oversight, limited (if any) public access to the private land under easement, and possible preservation of land with limited ecologic value. However individually and arguably socially beneficial as an open space preservation tool, cumulative private easement decisions may also directly affect municipal taxes and indirectly shape urban fabric through tax effects and raw land prices.

This research examines the relationship between cumulative conservation easements in rapidly urbanizing areas and municipal property taxes and land prices. The researchers collected municipal property tax data and generated a GIS database with individual conservation easement data from select counties in seven states around the country, including the easement location, size, pre- and post-conservation easement assessed valuation and distance to city center, as well as pre- and post-assessment valuation for all properties in the county. They hypothesize that these easements diminish the municipal property tax base and increase raw land prices in the long run. The researchers build on Sundberg & Dye's (2006) model to analyze the short- and long-term effects, controlling for state and municipal property and income tax laws, neighborhood effects, and variability with respect to easements. The findings support the critique of a purely neoliberal approach to land conservation, advance theory by quantifying the effects of conservation easements on municipal taxes and raw land prices, and argue for local and regional planning oversight in the conservation easement process.

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**[167]
ARE RACIAL AND SOCIOECONOMIC CONDITIONS OF
NEIGHBORHOODS ASSOCIATED WITH BROWNFIELD
CLEANUP PRIORITIZATION?**

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Because the goal of brownfield development is to clean up and redevelop previously abandoned or underutilized properties in distressed urban neighborhoods, it is critical to examine whether brownfield cleanup prioritization is given to socioeconomically impoverished neighborhoods. Environmental justice studies report, however, that environmental benefits such as cleanup of environmentally contaminated sites often go to wealthier and whiter neighborhoods (Cole and Foster 2001; Hamilton 1995; Zimmerman 1993). The sociopolitical process, resource mobilization, and indirect institutionalized discrimination are often regarded as the driving forces of disproportionate distribution of environmental benefits. This study thus examines whether brownfield cleanup prioritization is given to impoverished and minority neighborhoods in the Detroit region.

This study combines the locations of brownfields provided by the Michigan Department of Environmental Quality with 1990 US Census data and the census block group as the unit of analysis. Cleanup statuses of brownfields are dichotomized as 'cleaned up' and 'not cleaned up brownfields.' The dependent variable in this study is the percent of cleaned up brownfields over the sum of 'cleaned up' and 'not cleaned up brownfields.' Independent variables are racial, socioeconomic, sociopolitical, and housing variables extracted from the 1990 US Census. For the spatial method, this study employs distance-based methods, or averaging or aggregating racial and socioeconomic characteristics of spatial units (e.g., census block groups) in accordance with the distance from points of interest (e.g., brownfields). Bi-variate correlation and linear regression analyses are performed to determine whether racial and socioeconomic characteristics of neighborhoods significantly predict the percent of cleaned up brownfields adjacent to census block groups.

Results reveal that brownfield cleanup prioritization is given to socioeconomically disadvantaged and minority concentrated neighborhoods. Racial variables maintain their explanatory powers even when socioeconomic and sociopolitical variables are controlled, meaning that neighborhoods with a high presence of minorities tend to get brownfield cleanup prioritization. Given previous environmental studies which find that cleanup prioritization of the Superfund National Priority List often goes to wealthier and whiter neighborhoods, it is surprising to find that brownfield cleanup prioritization tend to go to impoverished and minority

neighborhoods. This finding indicates that the initial step of brownfield development – cleaning up environmentally contaminated properties – is heading in the right direction. The next critical question is whether brownfield development provides tangible economic benefits to local residents, who tend to be economically impoverished.

*This study is drawn from my dissertation which has not been approved. I plan to defend my dissertation on April. Professor Paul Mohai (pmohai@umich.edu) is the chair of my dissertation committee.

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**[168]
LAND TRUSTS AND PERPETUAL LAND CONSERVATION
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Despite increasing awareness of land trusts and their work, planners have paid little attention to a common characteristic of this approach to land conservation—its perpetual time frame. This research used a national survey to explore what land trusts identify as challenges to perpetual land conservation, the resources needed to achieve it, and its equity implications. It finds that most trusts focus on financial and legal challenges and consider perpetual land conservation to be equitable. At the same time, a segment of respondents identified inequities of perpetuity and land trust work and suggested the need for more public engagement. Perpetuity presents serious challenges, and given the expanding presence of land trusts, planners would benefit from further exploring these challenges.

**[169]
MITIGATION AND ADAPTATION STRATEGIES TO
ADDRESS CLIMATE CHANGE
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An increased public awareness regarding climate change has focused attention on options for addressing climate change phenomena including both mitigation and adaptation measures. Effective long-term response must include both mitigation and adaptation although some debate has surfaced as to the relative mix of these strategies (IPCC 2007). This paper will consider the debate over these climate response strategies. Mitigation is essential to reduce greenhouse gas (GHG) emissions and to dampen the long-term impacts of climate change. At the same time, even with aggressive curtailment of GHG emissions and carbon sequestration, the current upward trajectory will continue into the foreseeable future with resulting impacts on natural and human systems. Sole reliance on adaptation on the other hand will fail to slow climate change.

The debate is multifaceted with sectoral, geographic, and social equity dimensions. Yet, from a practical perspective, resources to mitigate and adapt to climate induced impacts will not be limitless suggesting that that resources should be carefully targeted to anticipate and address longer-term climate change. It is essential that strong mitigation measures be enacted at global, national and local scales with appropriate caps and incentive mechanisms. Within that

framework, adaptation measures must identify areas of current and projected vulnerability and apply adaptation tools to limit the long-term consequences of climate change especially on highly vulnerable segments of society. It is argued that the two measures are not mutually exclusive and should be used together to reduce long-term effects of climate change phenomena. Academic and professional planners can and should be important actors in developing and implementing both mitigation and adaptation strategies.

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[170] POST-NIMBYISM: LEARNING TO LIVE WITH A LANDFILL

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Addressing the not in my back yard (NIMBY) phenomenon continues to be a challenge for planners (Schively 2007). Waste management facilities are among the most common types of facilities to encounter NIMBY responses. There has been considerable research on NIMBYism during facility siting, but much less on what happens to NIMBY attitudes after a facility has been sited. In fact, there have been only a handful of studies on how communities adapt to living next to a waste management facility, such as a hazardous waste facility (Baxter and Lee 2004) or a solid waste management facility (Elliott et al. 1997, Elliott et al. 1993). This study adds to the literature on post-NIMBY attitudes by examining concerns among residents living near a landfill in Milton, Ontario, 17 years after the landfill opened. The results from our study will be compared to those by Elliott et al. (1997) and Elliott et al. (1993), who examined concerns in the same community after approval of the site and after it had been opened for five years. We examine not only how concerns about the landfill have changed but also how the perceived impacts from the landfill have changed and the extent to which concerns and impacts vary with distance from the landfill.

Our hypothesis is that concerns about the landfill will have declined over time and that this decline can be attributed to both the strong performance record of the landfill and the expansion of the landfill site into a multi-purpose waste management facility. The landfill site now hosts a drop-off recycling facility, a food bank, a compost store, and a waste exchange facility. The research methodology includes a survey of over 100 households living within 4 km. of the site, a review of all environmental monitoring reports from the site, and a review of the minutes of the site's community advisory committee. A logistic regression model will be developed to model concerns as a function of socio-economic characteristics, social capital, length of residency, perceived impacts and amount of use of the waste management facility. The monitoring reports and minutes will be used to assess the environmental performance of the landfill since it opened and identify any incidents that have occurred.

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[171] DETERMINING THE CARBON IMPACTS OF A VEHICULAR BRIDGE PROJECT

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The U.S. Council on Environmental Quality provides guidance that environmental impact statements (EIS) include an indirect and cumulative impact analysis (ICI). In this case, indirect impacts are defined as those that are remote in distance or time. Cumulative impacts occur when project-related activities combine with other unrelated actions creating a significant environmental event. Heretofore, the potential greenhouse gas impacts of major transportation projects have rarely been considered in the ICI component of the EIS. Moreover, the Bush Administration has specifically resisted attempts to include carbon as controllable under the Clean Air Act. In 2007, the Supreme Court decided in *Massachusetts et al. v. Environmental Protection Agency et al.* that greenhouse gases of themselves are pollutants under the Clean Air Act. Furthermore, it ruled that the U.S. government has the authority to regulate carbon dioxide and other greenhouse gases. While not concluding the issue, the ruling decided that the EPA could choose not to regulate greenhouse gases only if “it determines that greenhouse gases do not contribute to climate change, or if it provides some reasonable explanation as to why it cannot or will not exercise its discretion to determine whether they do.”

This research then turns to the question: in the process of planning and analyzing a major transportation project, such as a bridge, how can the potential indirect and cumulative impacts analysis consider the carbon footprint of the project? While other greenhouse gases may occur, the goal here is to develop a methodology that can be used to consider the carbon budget specifically. Impact causing activities occur in three categories: altered energy-consumption behavior; environmental-carbon regime disturbance; and structure-related emissions. Altered-energy consumption behavior occurs largely in the form of induced transportation behavior and induced development. Environmental-carbon regime disturbance represents changes to the ecosystems that potentially have a net impact on carbon including wetlands disturbance and vegetation alteration. Structure-related emissions include the carbon emission embedded as energy during construction, carbon emissions required to operate the asset (largely in the form of energy), any potential outgassing and carbon emitted to remove the structure at the end of its useable life.

This method of analysis is then applied to a particular bridge proposal and its alternatives in coastal North Carolina.

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[172]

THE ROLE OF COLLABORATIVE PLANNING IN THE REDEVELOPMENT OF CONTAMINATED SITES

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This is a proposal drawn from an approved dissertation in the process of completion.

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Since the 1970s, scholars and practitioners have been advocating for increased use of communicative action or collaborative-type decision-making processes in urban and environmental planning. Judith Innes and David Booher argue forcefully that "collaborative participation" should be the model for public involvement in the 21st century (2004). Yet, studies examining the impact of collaborative planning on planning-related outcomes are relatively few. Studies that do analyze collaborative planning's impact on outcomes present a nuanced picture of its effectiveness. In the area of cleanup and revitalization of contaminated properties, many organizations have advocated for use of collaborative processes since the mid-1990s. Unfortunately, few studies in this context specify models which directly test the effect of collaboration on redevelopment outcomes while controlling for other predictors.

My research examines collaborative planning in the context of Superfund site redevelopment. The Superfund program – administered by the U.S. Environmental Protection Agency (EPA) – is essentially a means for identifying highly contaminated waste sites, prioritizing them for cleanup, providing federal oversight, and ensuring funding for remediation. Reacting to criticism in the early 1990s that many Superfund sites once cleaned remain unused, EPA has taken a number of steps to help facilitate the return of these sites to productive use. Since 1999, for example, EPA has sponsored collaborative planning processes at Superfund sites across the country to help cleanup managers better understand how host communities would like these sites to be redeveloped and inform remedial decision-making.

To determine whether collaborative planning impacts the likelihood that a Superfund site will be redeveloped, I specified a model drawing from literatures on redevelopment of vacant properties, brownfields and Superfund sites as well as literatures on urban growth and collaborative planning. The model will be applied to a non-random sample of Superfund sites and tested in a multivariate regression framework. Data will be derived primarily from a survey administered to EPA cleanup managers and local government

officials as well as from the U.S. Census. Two collaborative planning variables will be tested separately: one indicates whether such a process was used, and the second indicates the collaborative intensity of such a process. In addition, an index variable will be constructed that reflects the perceived legitimacy of the process. This will be applied to test whether process legitimacy moderates the effect of collaborative planning.

This research broadly represents a response to recent calls by researchers to undertake more rigorous and robust examination of collaborative planning and its effects. In addition, the results should be of particular interest to Superfund scholars who have recently advocated for the widespread use of collaborative planning processes to help improve the Superfund program.

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ARE ONTARIO'S MUNICIPAL OFFICIAL AND SECONDARY PLAN POLICIES SUFFICIENT FOR PROTECTING THEIR NATURAL SYSTEMS IN THE LONG TERM?

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Over the last approximately 60 years, Ontario governments at the provincial, regional and municipal levels have developed many policies to protect municipal natural systems from the negative impacts of urban development. The principal goal of these policies, according to the Ontario provincial policy statement, is to protect, for the long term, those forms and functions of significant natural systems identified at the point of designation (OMH, 2005). The negative impacts associated with construction and site alteration are widely recognized among planners, and all levels of government have developed policies to reduce these impacts. Although less is known about the negative impacts that arrive post development, there are an increasing number of studies that indicate that urban land use functions are negatively affecting their adjacent natural systems following adjacent land use development. For example, studies have recorded the negative impacts of recreation and yard-related activities occurring within municipal forest edges following adjacent residential development (McWilliam, 2007; Matlack, 1993; Moran 1984). Furthermore, it is not known whether Ontario planning policies address the negative impacts of post development on municipal natural systems. This research sheds light on this question. It determines the extent to which Ontario's municipal official and secondary plan policies protect their natural systems from the post

development impacts that arrive with adjacent land use development. To answer this question, I conducted a content analysis of the official plans, and some of the most recently developed secondary plans, of six Southern Ontario Municipalities (Cambridge, Guelph, Kitchener, Mississauga, Oakville and Waterloo). I used a coding system to systematically analyze and compare these plans according to a standardize set of rules, i.e. the extent to which they complied with their most recently approved provincial and regional natural heritage policies. Ontario municipalities are required to develop policies within their official plans that implement those of both their regional government and those of the Ontario government. I classified these municipal policies into three policy groups according to their level of compliance: Basic, enhanced and pathfinder. The Best Policies Working Group (1999) first categorized Ontario regional policies in this way. I defined Basic policies as those that are required by regional or provincial governments. Enhanced policies were defined as those suggested by regional or provincial governments, and pathfinders were defined as those that were unique to the local municipality (i.e. neither required nor suggested by the regional or provincial governments). To protect municipal natural systems for the long term and fulfill the goal of Ontario provincial policy, municipal natural systems must be protected not only from the impacts of construction and site alteration, but also from post development impacts. An initial step to providing this protection is to ensure that municipal official and secondary plan policies are in place that protect natural systems following development. The findings of this research have major implications for municipal, as well as regional and provincial, policies that seek to protect natural systems for the long term. Policy recommendations for the protection of municipal natural heritage systems from post development impacts are suggested.

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PREDICTING THE IMPACT OF LAND USE CHANGE ON STORMWATER RUNOFF: AN EVALUATION OF GIS- AND WEB-BASED COMMUNITY PLANNING TOOLS

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Land use change can have significant impacts on water quantity and quality, including groundwater recharge, non-point source pollution and aquatic ecosystem health, through its direct impact on stormwater runoff. A growing body of research suggests that land use planning can play a pivotal role in managing the long-term hydrologic impacts of growth. There has been, however, a considerable lag between this realization and the creation of useable tools for planners to estimate the potential impacts of alternative land use scenarios on stormwater runoff, at scales relevant to community planning.

In recent years, a few hydrologic models have been linked to desktop geographic information systems and packaged as spatial decision-support tools for users with limited technical capacity. These include the Long-Term Hydrologic Impact Assessment tool (L-THIA), the Soil and Water Assessment Tool, packaged within the Automated Geospatial Watershed Assessment tool (AGWA-SWAT), and the stormwater component of the urban forestry tool CITYgreen. Each of these tools use the Curve Number (CN) method to estimate direct runoff; however, they vary considerably with respect to unit of analysis, required input datasets, and overall usability. The historic evolution of these tools reached a turning point with the recent development of a Web-based version of L-THIA and the development-in-progress of a Web-based version of AGWA-SWAT.

The L-THIA (desktop and Web-based), AGWA-SWAT, and CITYgreen tools were used to predict the impact of land use change on stormwater runoff in three rural sites in Wisconsin, USA. Sites were selected with input from regional planning commissions, based on anticipated land use change, and represent a range of geographic scales: an approved 50-acre subdivision, a proposed square-mile mixed-use neighborhood, and a 17 square-mile watershed at the edge of an expanding metropolitan area.

Data inputs included county-digitized land use, satellite-based national land cover (NLCD), county soil survey (SSURGO), statewide soils (STATSGO), two-year 24-hour storm precipitation, 30-year daily precipitation, and 30-meter digital elevation models. Future land use was provided by the recommending planning commissions.

Preliminary results indicate that tools such as Web-based L-THIA, which utilize coarse-scale land use and soils, make significantly different predictions than tools using more detailed data, particularly at the sub-division or neighborhood scale. The desktop version of L-THIA appears to be the most appropriate for planning at these scales. AGWA-SWAT, which requires significant time to set-up and run, is largely insensitive to land use change below the sub-watershed scale. CITYgreen derives a single, weighted-average CN for each study site, and consequently under-predicts percent changes in runoff, regardless of scale. Recommendations for improving current and future tools will be made according to study findings.

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FLOODS, FIRE AND THE FUTURE: PLANNING AND NATURAL HAZARD MANAGEMENT ON THE GOLD COAST, AUSTRALIA

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There is growing recognition that land use planning can help in mitigating the impacts of natural disasters (Burby et al. 1999). The need for better integration of land use planning and hazard management has become more urgent as the world urbanises, as the impacts of climate change deepen, and as development pressures on limited land resources become more acute. Despite this, the literature identifies a number of barriers to the effective combination of land use planning and natural hazard management (Sengezer & Koc 2005; Gillen & Minnery 2007). These include problems in planning hierarchies, ineffective planning mechanisms, lack of political will, and the like.

Both the Gold Coast City Council and the Queensland State Government in Australia have attempted to integrate planning for natural hazards into the land use planning system. This paper explores four case studies of planning assessments relating to bushfires (wild fires) and floods in the Gold Coast area before and after the introduction of a State-wide planning policy on hazard mitigation. The case studies are used to identify both successes that might be provide wider lessons as well as shortcomings that still need to be addressed. Better connections between land use planning and natural hazard management are critical if the vulnerability of cities is to be reduced. The research reported here goes some way towards showing how this might be done.

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[176]

INTEGRATING A CELLULAR URBAN GROWTH MODEL WITH NON-POINT SOURCE NUTRIENT LOADING MODEL

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Alterations in landscape characteristics resulting from urban development affect microclimate and hydrological regimes, and induce changes in the spatial patterns of constituent transport to streams. Increased connectivity and higher hydraulic efficiency due to imperviousness often times result in increased peak discharges of surface runoff and higher delivery ratios of pollutants to the aquatic systems. Urbanization has been found to increase nutrient and sediment export to water bodies leading to accelerated eutrophication and water quality deterioration (USEPA 2001, Wickham et al. 2002, Tang et al. 2005). Despite the overall awareness of the linkages

between urban development and its environmental consequences, projecting and quantifying the potential impact of land cover change in the long term is rarely taken into consideration in watershed land use decisions.

This paper presents an integration of a cellular model of urban growth with a non-point source pollutant loading model with the purpose of quantifying the expected changes in water quality as a result of urbanization in the long run. Future growth, based on demographic and economic analysis, is projected with and without environmental constraints, and the impact is examined through the concept of the source area, defined as the area that contributes the most to pollutant loadings. The behavior of the nutrient- contributing areas is investigated during low flow, normal and high flow conditions using a distributed cell-based model quantifying the interactions between nutrient loss and field characteristics such as soil, land use, vegetation, topography and distance to streams. Results indicated that under the baseline scenario, although the urbanized areas constituted only 4 percent of the total watershed area, approximately 25 percent of the effective land area contributing to total nitrogen loadings under dry conditions was urban. This percentage was found to be 19.5 under average precipitation conditions, and 14.5 under wet conditions. A future scenario suggested that urban growth without environmental constraints may lead to noticeable deterioration in the water quality parameters.

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[177]

A PROPOSAL TO INTEGRATE ENVIRONMENTAL PLANNING IN METROPOLITAN PLANNING

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Metropolitan regions account for much of the environmental problems and are the areas where ecological policies could be more effective given the concentration of emission of pollutant in the air, water and soil, the production of trash, waste of energy, local warming and its contribution to the global warming. Many international and national institutions support the focusing of ecological policies on urban environment. Preservation of natural settings and protection of biodiversity where it is still resisting the civilization and the exploiting stance of human needs of natural resources, has been the first and most important object. After decades of legislations locating and bordering parks, now we acknowledge they are become islands in urbanized plagues and volve to ecological corridors to connect the in natural systems. The full meaning of this new step forward is to feel more compelling an integrated approach to environmental planning. That attribute does not have to define a

special sector of the planning practice, devoted to the ecological issues, inscribed in special planning processes as Agenda 21 Local. Notwithstanding utility and effectiveness of participated public actions aimed at promoting more sustainable social organizations and practices, as Agenda 21 Local does, the paper states the centrality of ecological objective in metropolitan planning. Rising ecology to the fladflag of metropolitan planning has the effect to higher the quality of the human environment, the place where everyday life occur, while managing the environmental impact. When ecological planning is a step of the metropolitan planning, development, restructuring, recover, vitalization, and any other strategy are inscribed in a structural framework based on sustainability. Ecological structural plans are starting points of many regional Italian planning laws, and are the standing points of planning practices of cities and regions. These type of documents address local identity and resources. For some analysts and planners, they are the basis of local development, in such way, resisting globalization (a process interpreted as Multinational Corporate domination). All these arguments are reflected in the European Convention on Landscape, felt by the long time (since 1932) landscape Italian Planning – rooted in the Italian Constitution – as a challenging innovation. The paper will ipotize that in the work to implement European directives in the Italian tradition there will be the opportunity to find a model of regional planning and a system of land use norms and directions. These statements will be illustrated through the Coordination Territorial Plan of the Province of Naples, whose design and decision process I participated as Head of the Planning Department.

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The CTP is published in www.provincia.napoli.it.

[178] ENVIRONMENTAL PLANNING IMPLICATIONS OF TOURISM DEVELOPMENT: THE MEXICAN PACIFIC RIVIERA

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A planning institutional void is contributing to the unregulated exploitation of Mexico's fragile Pacific Coast ecosystems for resort-style development. Tourism, Mexico's second largest industry, is gearing much of its growth toward coastal vacation-home development.

De-regulation of the communal land-ownership "ejido" system in place since the Mexican Revolution has opened up undeveloped land along the Pacific Coast to real estate development with few land-use regulations in place. "Ejidos" are rural demarcations where land could be used, but never sold. A 1991 amendment to the Constitution allowed the privatization of "ejido" land as part of NAFTA negotiations to assure private capital could acquire land for corporate farming.

The amendment triggered a land speculation wave in the Pacific Coast where "ejido" land is being privatized for development and land banking, resulting in displacement of impoverished farmers and unprecedented investment opportunities to developers targeting foreign vacation-home buyers. Specific Plans failing to consider future land uses for "ejido" land alongside a growing mortgage system have triggered hasty, unregulated, patch-work development seriously impacting the region's ecosystems: in 20 years Mexico has lost 35% of its coastal wetlands to development.

Community activists and environmental groups are strategically using a new section of the Mexican Wildlife Law to suit development

projects affecting fragile ecosystems. Originally passed to protect wetlands, the commonly known "Mangrove Law" bans development from sites covered by mangrove trees. Two mega-projects planned in sensitive regions of Jalisco's coast, have been successfully halted by a Mexican Judicial Court's resolution for violating this law.

This paper uses comparative case-study research triangulating observation, interviews, media content analysis, and literature to analyze environmental implications of tourism development in Mexico's Pacific Riviera. It also places the discussion in the larger context of tourism planning in Latin-America, to offer recommendations for a regional coastal development policy and a normative frame-work focused on sustainable development. The case draws important lessons on the role of local policy in achieving regional and global environmental well-being.

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[179] PLANNING AND LAND PRESERVATION IN THE NORTHERN FOREST REGION OF MAINE, VERMONT, NEW HAMPSHIRE, AND NEW YORK

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The Northern Forest is one of the last remaining, intact, mostly privately owned forests in the United States. The still very rural areas of northern Maine, New Hampshire, Vermont, and the Adirondack Park and Preserve of New York struggle to provide adequate jobs and incomes at a time when the traditional forest industry is changing and tourism, baby-boomer retirees, and a propensity towards rural residential sprawl are increasing. In light of recent and pending land sales involving millions of acres, the Northern Forest is at a crossroads as the residents attempt to determine the future economic, environmental, and social character of the region (Irland, 1999; Reidel, 1993). Preserving the forest from non-forest residential development may be the best way to ensure this region has a sustainable economic future (Daniels, 2007).

The goal of the paper is to test the effectiveness of forestland preservation as a regional economic development strategy that also has positive environmental and social effects. It is hypothesized that forestland preservation is having positive economic, environmental, and social effects in the Northern Forest region.

A multiple regression analysis will be used to identify correlations between economic, social, and environmental indicators and changes in land preservation, over the period from 1990 to 2007. The dependent variable will be the percentage of land preserved in each county. Independent variables will vary widely across environmental, social and economic indicators. Examples of each category include: employment levels (economic), acres of forestland (environmental), and changes in population (social). The data will be obtained primarily from the USDA Forest Service's Forest Inventory and Analysis Department (FIA) and state natural resource departments (McWilliams, 2003). Other datasets include demographic data from

the US Census Bureau. Furthermore, recreation data from a variety of non-governmental organizations (ngos) and state agencies are utilized. Finally, cartographic data includes information from individual states for graphical representation and analysis.

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HOW MUCH E-WASTE IN YOUR BASEMENT AND ATTIC? RESULTS FROM A NATIONAL SURVEY

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The fate of used electronic products (e-waste) is of increasing concern because of the growing volume of e-waste and its toxicity. In the U.S. alone, the EPA estimates that approximately 2 million tons are sent to landfills and incinerators each year. Both the pressure to limit e-waste exports to developing countries and public concerns about e-waste toxicity are goading policy makers and recyclers to develop the recycling infrastructure. To do this effectively requires good estimates of the volume of e-waste stored by U.S. households, which are estimated to be quite large, however, but unfortunately there is currently no reliable, survey-based estimate of e-waste stored by households. The handful of published studies on this topic provide estimates based on industry sales data, estimated product life span, and assumptions regarding consumer behavior (i.e. recycle, reuse, discard, or stockpile) rather than through explicit questioning of households (see, e.g. Carnegie Mellon University, 1991; Matthews, McMichael, Hendrickson, & Hart, 1997; National Safety Council, 1999).

In this context, this paper makes two contributions based on a national survey of US households. First, we explain how much e-waste U.S. households store at home using count models. Second, we extrapolate survey results to the national level. Our research relies on a 2006 national survey of 3,048 households using Knowledge Networks panel of households recruited by random digit dialing. Our four-part survey asked individuals to report the current quantity of e-waste stored in their homes, broken down into different categories. A total of 2,062 respondents provided all of the necessary information for our analyses, for a response rate of 68%. Using count models such as negative binomial regression, we modeled the total number of e-waste items as well as the number of cathode ray tubes (CRTs) stored by households, since CRTs contains a large quantity of lead and have been banned from landfills in several U.S. states. Significant independent variables included age, education, income, household size, previous e-waste recycling behavior, as well as variables reflecting attitudes toward recycling. Second, we estimated the total quantity of e-waste stored by US households using weights to adjust

our sample to the US population, after accounting for missing observations.

This research will be of particular interest to waste management planners and other environmental policymakers as we attempt to address growing concern regarding end-of-life management of electronics.

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PLANNING FAILURE: A ENVIRONMENTAL PLANNING CASE STUDY

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The central theme of this research is why plans fail. This presentation reviews the substantial literature on why plans fail, which has focused on the failure of large-scale planning efforts. This paper uses a case study approach to investigate the failure of a municipal planning project to provide a modest quantity of in-fill housing in the old industrial district of a rust-belt city. The research collected data during a multi-year study of this case. This well-intentioned project encountered toxic contamination problems and became a small planning disaster with significant public health, financial, and political dimensions. Most professional planners work on planning projects that are small relative to the huge projects and large planning disasters analyzed in the research literature. Lessons learned from this study include differences in the factors influencing success or failure in huge planning projects and modest planning projects. The analysis of a small planning project allows insights into the cause of failure that are often obscured in analysis by the size and complexity large-scale planning projects. The study of this small planning disaster also provides lessons for brownfield redevelopment and municipal planning practice.

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POLITICAL CULTURAL AND LOCAL SUSTAINABILITY EFFORT IN THE US

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Trying to explain what factors contribute to the success of local sustainability initiatives is no small task. This is because not only do different cities face different sustainability challenges, they also possess varying capacities to deal with those challenges. While the current research literature has made substantial headway on documenting what cities are doing to improve sustainability (Conroy, 2006; Jepson, 2003; Portney, 2003), not much is known about how much these local sustainability programs are actually increasing a city's sustainability nor why some places are doing so much more than others. Some city sustainability programs, such as Austin, Boston, Jacksonville, Santa Monica, and Seattle, have established "indicators projects" for assessing whether progress is being made toward becoming more sustainable. Other independent initiatives, such as SustainLane (2006), have established rankings of cities by creating an index of their sustainability. All this is indicative of the desire of a growing number of communities to have some comparative standards of progress to support their efforts in becoming more sustainable. Despite such efforts, there is little research on how much local initiatives have improved the sustainability of a city, or on why city sustainability programs succeed or fail. To contribute to filling this gap in the literature, this article tests an explanatory model to better understand the variables critical to the success of sustainable city programs across a large sample of U.S. cities. A review of existing case study research on specific local sustainability programs, coupled with basic theoretical perspectives from studies of urban politics and policy, suggests the importance of a number of contextual and structural variables that can potentially explain different rates of success in implementing local sustainability policies. Our models suggest that one of the most important predictors to explain differences in local government implementation of sustainability initiatives is political culture. The article begins by first defining what we mean by implementation effectiveness of local sustainability programs. We then test the link between political culture and implementation effectiveness of sustainability initiatives. We hypothesize that cities with unconventional political cultures perform better than cities with more traditional cultures, using several different formulation of political culture we find this hypothesis supported by the data. The association holds while controlling for several other contextual and structural differences among the cities. We speculate on the policy significance of this finding, and suggest new directions for future research.

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PHYSICAL PLANNING FOR SUSTAINABLE COMMUNITY DEVELOPMENT "THE SUFFICIENCY ECONOMY PHILOSOPHY" APPROACH FOR RURAL COMMUNITIES IN NORTHEASTERN, THAILAND

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Globalisation has subjected rural people's life styles to significant changes, incompatible with agricultural society in the local communities. Creating conditions of dependency whereby localities are heavily reliant upon various attributes of externalities and contribute to wide ranging adverse effects such as the environmental degradation and unlimited consumption, leading to greater accumulation in order to meet changing patterns of development. Human needs interrelated to community activities and exploitation of environment. Much dialogue has cast human activities as alien intrusions into natural system, boundaries of capacity and constraint which are reflective both of individual judgment and socio-cultural preference. Emphases on the outer limits of the biosphere are increasingly balanced by those on the 'inner limits'. Hence, the alternative approaches have been raised as the resolution in many countries. Similarly, "A Sufficiency Economy Philosophy" (SEP) is an alternative approach from His Majesty the King of Thailand for tackling with main stream development by stressing the Buddhism concept of "middle path" as a new approach which is integrated among physical dimension, social dimension and spiritual dimension.

Research aim: The aim of this thesis is to establish an understanding of (1) the relationship among human, community and environment as a key concern of Sustainable community development(SCD) and physical planning.; (2) The concept of SEP as an alternative approach based on Buddhism; (3) the positive aspect, what has been the case?, from development path; (4) the normative aspect, what should be the case?, by illustrating the cases of SEP based on Buddhism through SCD in rural villages in the Northeast, Thailand by the integration among physical dimension, socio-economic dimension, and spiritual dimension and by balancing the relationship among human, community and natural to accomplish sustainable development.

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THE DYNAMICS OF URBAN TRANSFORMATION – METHODS FOR THE TO ASSESSMENT OF LONG TERM ENVIRONMENTAL IMPACTS REGARDING THE BUILDING STOCK

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There is a considerable lack of knowledge concerning the future amount of materially and economically resources bound in the existing buildings and the dynamics of change in these metabolisms. Existing building stocks generate large amounts of energy and mass flows for construction, during its operation, for maintenance and even for demolition, affecting environmental and human health inputs. It is obviously that modern planning paradigms have to take in account these issues of the existing stocks and its future projections of developments. To achieve the aim of sustainable development the building stocks, as the greatest physical, historical and social capital the influence of recent societies' knowledge and analysis of composition, dynamic and localisation has to influence modern challenges of planning

Currently there are few investigations concerning the total amount of existing building stock, the relevant impulses of replacement or new generations and the associated released mass flows and resource consumptions. This paper presents results from an analysing of a model town based on geographical information systems and spatial analysis. It introduces to existing description models, representative compositions of age and use classes and associating maintaining and refurbishment models. Furthermore it introduces to possible applications on urban and regional scales. To make predictions on future energy and mass flows and also of current as well as future environmental and health relevant inputs, dynamic models of the building stock have been developed to predict the energy and mass flows on different urban scales. Models are based on established description tools on integrated life cycle analysis.

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DEVELOPING SUSTAINABLE DEVELOPMENT INDICATORS IN PORTUGAL: LESSONS FROM NATIONAL, REGIONAL AND LOCAL EXPERIENCES

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Sustainable Development Indicators (SDIs) have particular characteristics that make them interesting steering mechanisms of governance processes for sustainable development. There has been a growing interest in the literature in analysing these indicators as contextual processes instead of simple technical projects or tools. Even when evidence suggests that the actual use of this type of indicators is still very limited, many researchers agree that their main potential to promote change for sustainable development lies in their development process, and the way it subtly challenges traditional institutional and government practices. The Portuguese reality related to the development of SDIs can provide insights about common obstacles and challenges that seem to occur at different territorial levels: national, regional and local. The aim of this article is to understand how these indicators have been developed at these different levels, as well as, to explore some lessons and evaluate the existence of common denominators. The structure of the article is divided in four main parts. The first one sets the theoretical background around the development of SDIs at different territorial levels, to try to shed some light on the vast literature around the subject and on the numerous experiences around the world. The second part characterises the different experiences with SDIs in Portugal at national, regional and local levels, focusing mainly on their development process. A third part compares these different experiences according to the framework provided by the first part in an attempt to evaluate their role in the governance structures for sustainable development. The last part mainly intends to conclude the key lessons learnt and give some space to raise further research questions.

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INSTITUTIONAL AND POLICY IMPLICATIONS OF THE PROVISION OF INTERNATIONAL PUBLIC GOODS: THE CASE OF GLOBAL ENVIRONMENTAL COMMONS IN BRAZIL

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This article analyzes the obstacles for implementing policies to protect global environmental commons by using the case study methodology based on an in-depth study carried out in Brazil. The challenge of protecting the global environmental commons – a type of common pool resource, like the ozone layer or the biodiversity – calls for reaching beyond the boundaries of the nation state and local interests. Collective needs and interests in a global world require mechanisms for global governance creating demand for a range of International Public Goods (IPGs). The response of the international community to these imperatives is reflected in the current trend towards Vertical Global Programs (VGPs), which provide support for global benefits that transcend interests of individual countries, complementing the traditional focus on country-by-country international assistance. When intended to provide IPGs to sustain global commons, those programs present a particular challenge as, in their pursuit of global interests, they may clash with National Public Goods (NPGs), creating critical alignment problems between the collective policies driving global initiatives and national institutions, policy premises and implementation mechanisms. Planning scholars and practitioners know little about the interaction between IPGs and NPGs. The objective of this paper is to help planners to understand the implementation of VGP to make the provision of IPGs and NPGs more effective.

This article particularly explores the extent to which countries participating in VGPs are required to cede portions of their “sovereignty” when entering into these programs and how they adapt to this contingency. By exploring the right mix of IPGs and NPGs and the attendant institutional arrangements, the text may be useful in guiding state reform efforts against the backdrop of the increased relevance of the provision of IPGs through VGPs, as a means to address the challenge of the global commons. Specifically, the article seeks to identify a few elements to factor into national state reform, given the irreversible trend towards globalization and ensuing integration on a global or regional scale. It argues that, while the nation-state, as we know it, may be receding, it can be strengthened through proper interfacing with institutions of global governance. The text illustrates the underlying arguments by reviewing the impact of environmental VGPs on Brazilian policy making, the institutional arrangements to host such programs, and different types of implementation mechanisms of national policy with impact on the global commons.

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IDENTIFYING THE OBSTACLES TO COMMUNITY-LEVEL CLIMATE PROTECTION PLANNING

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Climate change is recognized as a global problem, but it is influenced in many ways by local-level policy decisions. This global-local nexus is acknowledged by a growing number of communities that are actively planning for greenhouse gas (GHG) emission reduction and climate protection.

This paper explores some of the obstacles that local communities encounter in their climate protection planning efforts, including obstacles to the planning process itself and the difficulty of achieving local GHG emissions reductions due to political and institutional conditions outside the control of a local government. Obstacles to conducting a GHG emissions inventory and climate protection plan may include lack of manpower, expertise or funding, difficulty accessing data, and methodological uncertainties. In addition, a local government's ability to plan for GHG emission reduction may be severely restricted by state enabling legislation, state and federal funding priorities, and regional energy supplies.

The paper described here is a collaboration between the co-authors, and is a self-contained project distinct from the primary author's dissertation. This paper identifies obstacles to community climate protection planning, while the dissertation analyzes the characteristics of successful local climate protection processes that allow them to overcome these obstacles.

The authors draw from their experience in preparing a GHG Emissions Inventory for Blacksburg, Virginia. The issues observed through that process are vetted and expanded upon by researching the experiences of other communities that have undertaken similar efforts. The research includes a survey of communities that are in various stages of their climate protection planning process (e.g., preparing a GHG inventory, preparing a climate protection plan, or implementing an adopted climate plan), and results of structured interviews with representatives of a select number of communities. Data from the completed GHG inventories and climate protection plans are used to supplement the survey and interview findings and illustrate the limitations that some communities face when seeking to reduce local GHG emissions.

This paper will advance the dialogue on climate change in planning literature by identifying the specific technical, political, and methodological obstacles facing community-level climate protection initiatives. Other works (Bailey 2007; Betsill and Bulkeley 2006) have explored similar issues, but have focused on the "pioneer" communities that have been engaged in climate protection planning for many years, with significant funding, and can now evaluate the results of their efforts. This report will focus on communities such as Blacksburg that are actively involved in the early stages of climate protection planning and may not have the resources enjoyed by the "pioneer" communities. The paper will make recommendations for avoiding the identified obstacles and increasing the likelihood of meaningful GHG emission reduction planning at the local level.

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BIOMASS PRODUCTION FOR ENERGY: ASSESSING THE COMPATIBILITY WITH SCENIC AND CULTURAL VALUES OF RURAL LANDSCAPES ON A REGIONAL SCALE - A GERMAN CASE STUDY

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In view of limited fossil fuels, as a reaction to global climate change and thus in order to reduce CO₂ emissions, biomass production for energy is heavily promoted throughout Europe (EC 2005 and 2006). Bio-Energy is supposed to provide 5-10 % of gross energy consumption in Germany in 2050 (Doyle et al. 2007). The German Renewable Energy Sources Act ensures that bio-electricity is subsidised with fixed tariffs for 20 years, exceeding the subsidies for wind power more than twice. Similar to wind power generation, the biomass production was and is still increasing rapidly due to this incentive. Although negative impacts of large scale energy plant monocultures on scenic and cultural values of rural landscapes are obvious (cf. e.g. Bell 1994), spatial and landscape planning have failed to guide biomass cultivation, and practicable assessment methods are lacking. So far, biomass cultivation is driven by economic factors (cf. Rode 2005; Plieninger et al. 2006), ecological restrictions are sometimes taken into account (e.g. by Ranney & Mann 1994; Christian et al. 1994; Ledin 1998; Venema & Calamai 2003; Foerster et al. 2006; Doyle et al. 2007), but socio-cultural functions of landscape and space are neglected in the majority of cases.

Our paper presents a methodological approach to assess the effects of biomass cultivation on the scenic and cultural landscape at the regional level. Impacts of different energy crops on the perceivable naturalness, visual landscape diversity and the perceivability of characteristic structures and elements of the countryside are analysed using a wide range of indicators. Employing the methods of environmental risk analysis, we suggest a comprehensive matrix for better understanding the suitability of different energy crops for rural landscapes of different sensitivity to the specific impacts of biomass cultivation.

The method was tested in Northern Germany and proved to be sensitive to different landscapes and different energy crops. Negative

and positive effects of biomass cultivation on the scenic and cultural landscape qualities could be assessed. Planning measures to mitigate these negative effects were derived in order to implement strategies for environmentally sustainable development.

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FORECAST NEW JERSEY: THE LOCAL LAND USE CLIMATE FOR CHANGE - LEGAL AND INSTITUTIONAL BARRIERS TO IMPLEMENTING A CLIMATE CHANGE AGENDA

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The question of how society can achieve greenhouse gas reductions cannot be answered without a thorough understanding of the legal

and political limitations to implementing such measures at the local level.

Although primary solutions will have to come from international authority, local governments regulate many aspects of the environment that have primary effects on mitigation and adaptation measures to the climate crisis.

On June 21st, 2007, New Jersey passed an aggressive bill to set targets to curb greenhouse gas emissions by 13 percent by 2020 and caps emissions at 80% of 2006 levels by 2050. The question is now turning to how New Jersey's refineries, power plants, transportation system and planning laws will respond to this new mandate and the crisis.

Some major strides have been made in New Jersey in the last 20 to 30 years to shift the paradigm from auto-oriented, energy consumptive sprawl to smart growth development. The change in attitude is evident in both state and local planning initiatives. These changes will have positive outcomes for meeting New Jersey's greenhouse gas targets. But to date, most of the positive changes have been legislated at the state level. Gains have mostly been made regarding protecting natural resources, vacant land, and downzoning in rural areas, but the state has largely stalled in its ability to encourage density and to break with the low-density auto-oriented paradigm. Although many individuals question the role of citizen choice in the U.S. propensity to sprawl, this paper examines the evidence that it is regulatory barriers, in the form of recalcitrant local governments that continue to mandate sprawl.

Assuming that local governments can or will change their policies because of new information about the impact of low-density land uses on the global climate is unrealistic. This is because there is an enormous mismatch with the costs of modifying such regulation and the benefits of the regulation. "Costs," in terms of perceived lower property values, higher taxes, more congestion, or loss of open space are borne by the local municipality and its citizens, whereas the benefits of reducing greenhouse gases are enormously diffuse and untenable, and redound to the entire planet.

The study reviews the literature, attempts to set parameters for measuring the "climate friendliness" of local land use laws, and look at the barriers to compliance in case study jurisdictions in New Jersey.

Preliminary conclusions indicate that significant obstacles remain to an aggressive reduction in greenhouse gases. Primary amongst them is the "status-quo" bias in existing built-up areas and the tendency to see such communities as built out. New Jersey would benefit from a greater reliance on market mechanisms and densification through rezoning, rather than exclusively emphasizing public-sector driven redevelopment plans in distressed communities. In addition, the state still remains plagued by significant areas of most towns, even those that are growth oriented, that have "fixed" their development patterns in perpetuity. Both education and revisions to the state plan should emphasize altering these long-standing impediments to growth.

The process of reorienting New Jersey towards smart growth and greenhouse gas reductions is complicated and long-term. Many institutional and legal barriers remain, but they are not impervious to change. With the right attitude and education, New Jersey can be on the course to reversing its contribution to the climate change crisis.

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[190] **PRODUCTION OF INNOVATIVE ENERGIES AND CONSERVATION OF THE TERRITORIAL VALUES: A POSSIBLE SINERGY?**

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The reduction of the CO2 and other greenhouse gas emissions through the production of renewable energetic sources constitutes one of the primary objectives in planning and development policies.

In the last years, numerous systems of production of wind energy has been realized; if from one side it is possible to find a positive contribution to the resolution of the problems related to the climate change, from the other side there are lots of problem in relation to the conservation, the valorisation and the protection of the landscape.

In Sicily we are assisting to an insane run toward the realization of "wind parks" that are transforming zones of territory in industrial areas, cancelling the environmental value of the landscape.

Those policies contrast with land planning and with the actions of protection of natural environments and of the landscape and cultural historical patrimony. The realization of a wind farm for the production of electric energy -according to numerous sentences of the court- answers to finality of public interest and cannot be hampered by the monosectorial perspective of defence of the landscape.

It appears evident that the main theme to be faced is to understand how to interact with the transformations of the territory so that its ecological structure is not damaged.

The paper faces, in a first phase, the documentation of the study of the territory of Agrigento through which it has been possible to analyze, to describe, and then to build, a net system that includes: the archaeological areas of great importance in the history of the province in Agrigento; the natural areas already submitted to a regime of conservation -the reserves- and those areas that have an ecosystemic value for the biological vital cycle of animal and vegetable life; the wooded areas; the valuables agricultural areas; the river areas in which the provincial territory in Agrigento is rich; the dispersed isolated estates, fundamental for their intrinsic witness and cultural value, and of great importance for the project of fruition connected to the construction of the Ecological Net.

In a second moment, the paper proposes forms of dialogue among new territorial projects; in this case the "wind farm" is an economic, social and cultural development accompanied by regulations of conservation born from participated reflections and linked to the places and their identity.

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[191]

URBAN FORM AND WATER DEMAND: HOW ZONING INFLUENCES WATER CONSUMPTION

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This paper reports the results of a study on land use zoning and development-induced water consumption in the City of Portland, Oregon. To assess the influence of municipal zoning and residential development on regional water use, we used land use records, water consumption data for a five year period, a high-resolution digitized aerial photograph, and property tax information for over 88,830 commercial, industrial, and single-family parcels to measure the effect of zoning and structural attributes associated with annual water consumption. The results of the analysis suggest that zoning alone can explain over 93% of water use in all parcels. In addition, structural, economic, and environmental attributes of residential development explain 32% of consumption. Following the presentation of the methodology and findings, the paper concludes with a discussion of targeted revisions to zoning and subdivision regulations to better coordinate urban planning with water resource bureaus and more effectively manage water resources in the western United States.

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PLANNING FOR SHORELINE ACCESS AND USE IN A CHANGING METROPOLITAN AND GLOBAL ENVIRONMENT

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The shorelines in many coastal metropolitan areas are going through large transformations. These transformations are occurring for a number of reasons. For example, efforts to improve the quality of urban waters over the last few decades have in many places resulted in cleaner, more ecologically healthy, and more attractive coastal waters. Also obsolete port facilities and derelict industrial sites are being cleaned up and converted into, for example, higher density mixed-use developments. In some cases, these redevelopments even include the restoration of aquatic and shoreline habitats. Because urban shorelines are an important way for urban residents to interact with their environment, it is essential to understand how shorelines are currently being used. In particular, it is important to make certain that redevelopment plans do not deprive lower income residents of access to this significant environmental amenity. Furthermore, it is necessary to consider climate change when planning for shoreline redevelopment. With warmer summer temperatures in the future, more people are expected to seek access to the relatively cooler shoreline. Climate change will also produce accelerated sea level rise. Unless steps are taken to adapt for sea level rise, existing and planned access might be degraded or eliminated, recreational infrastructure might become unusable, and habitat restoration efforts might fail.

This paper reports on an innovative way of accurately recording, mapping, and analyzing access to and the use of metropolitan

shorelines. On fifty-eight randomly selected days over a two year period, the researchers navigated a boat along preset transect lines near the shore and recorded the position and attributes (i.e., categories of behavior) of all people utilizing the shoreline. This was done using a handheld Trimble computer with a built in global positioning system (GPS) that was hooked up to a pair of distance- and bearing-finding binoculars. Through site visits and other sources, the researchers also developed a geodatabase for the shoreline that includes such attributes as shoreline geology, parking, available facilities, ownership, the condition of the area, coastal armoring, and so forth. This research was conducted along the northern shore of Narragansett Bay, Rhode Island, which includes Providence and other cities. ArcGIS was used to analyze the locations and intensity of different types of shoreline use. Among other things, this paper reports on the factors influencing the location, type, and intensity of shoreline access and use. The paper also examines how the location, type, and intensity of use along Narragansett Bay might be altered by proposed shoreline redevelopments and future sea level rise.

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URBANIZING HABITAT CONSERVATION USING URBAN ECOLOGY LANDSCAPE INTERVENTIONS

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Urban ecologists are recognizing the need to erase the false distinctions between the natural and the human world. Efforts to see cities as integrated with nature, rather than distinct from it, are taking shape. Environmental planning needs to similarly reconceptualize how we think of urban regions, taking them to be a part of nature.

Nature conservation has predominantly relied on Habitat Conservation Plans (HCPs) in recent decades. HCPs have traditionally depended almost exclusively on the critical habitat designation clause of the US Endangered Species Act for their legitimacy, and have more recently taken the form of Multiple Species Habitat Conservation Plans (MSHCPs). Such plans rest most centrally on the setting aside of lands into designated nature reserves for the conservation of endangered species, in exchange of permission to harm the same endangered species elsewhere in other parts of the target region during the process of urban development. California's Natural Community Conservation Plans (NCCPs) are a move toward ecosystem management, dealing with entire ecoregions, and attempting to manage whole landscapes in pursuit of conservation goals.

However, I would argue that neither of these approaches can deal effectively with nature conservation, nor actually operationalize an ecosystem management approach to regional planning, so long as metropolitan areas are excluded from their purview. Mandating the use of native vegetation and the application of strategically appropriate impervious surface management techniques across urban and suburban zones would improve the ecological plasticity and resilience of whole ecosystems, while at the same time improving the health of soils, storm water runoff and ground water recharge, by mitigating the adverse impacts of impervious surface proliferation in metropolitan regions.

Based on a review of the literature on nature management and native vegetation, an ecosystem approach to urbanizing habitat conservation is advocated. I argue that conservation plans should include cities and suburbs as well, mandating the use of native vegetation, permeable landscapes and porous pavement throughout the target habitat conservation region, and promoting the widespread use of green roofs, also using native vegetation. The paper will use the case of Southern California to argue that the urbanization of habitat conservation would much more effectively strengthen efforts to integrate nature into currently urbanizing regions.

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PUBLIC ATTITUDES TOWARD INTEGRATED STRATEGIES TO REDUCE CARBON EMISSIONS

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"Carbon neutral" cities represent one of the most provocative responses to climate change. Several jurisdictions have announced plans to move toward carbon neutrality—including London, Malmö (Sweden), and other existing urban areas, as well as new planned settlements such as Dongtan (China)—and the international Large Cities Climate Leadership Group and hundreds of individual communities have committed to substantial carbon reductions. Although no carbon neutral cities currently exist, an array of tools to promote this goal exist. These include both hardscape approaches such as design requirements for green retrofits, and softer solutions such as congestion pricing and public education. Yet, meshing technical solutions, land use changes, and financial constraints presents formidable challenges, particularly in existing agglomerations. In addition, public support for large-scale interventions is uncertain.

Our paper reports survey research that examines these challenges, focusing on public attitudes toward integrated design strategies that have emerged to promote carbon neutrality. These strategies entail higher residential density allowances and floor area ratios, big-box retail limitations, green building retrofits, form-based code approaches, and new transportation options, among other components. We use a choice experimental approach, where we present residents with a hypothetical national-level requirement (and national funding) to reduce carbon emissions in their community. With this hypothetical as backdrop, we ask respondents to choose a preferred bundle of local carbon reducing tools to satisfy the requirement. By pooling their choices, we determine the relative weighting or attractiveness of each of the individual tools to the public at large (part of a larger study examining the effectiveness and cost of the alternatives). Our study area contains the Washington, DC metropolitan region, an established urban environment but one that projections suggest must add or replace more than 2 million housing units and 250 million square meters of office space by the year 2030.

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INTRODUCTION TO PRE-ORGANIZED SESSION PLANNING FOR REUSE OF CONTAMINATED PROPERTIES

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The reuse of contaminated properties—both those that fall under the federal Superfund program and lesser contaminated, but more ubiquitous, brownfield sites—has become more routinized as a standard real estate investment over the last decade, with hundreds of success stories appearing throughout the country. As these redevelopments become increasingly common, the challenge to the planning community is to engage them more proactively. Papers in this session explore different scales (site, areawide), paradigms (collaborative planning, risk management), and horizons (long term regeneration, short term project development) at which planners have tackled brownfield reuse.

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CALIFORNIA'S CLIMATE CHANGE PLANNING: POLICY INNOVATION AND STRUCTURAL HURDLES

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California is known worldwide as a leader in climate change planning, in large part due to Governor Arnold Schwarzenegger's very public role, his 2005 Executive Order setting a target of 80 percent emissions reduction by 2050, and the passage of AB 32 in 2006 which commits the state to cap greenhouse gas emissions. The state's Air Resources Board has developed initial steps toward implementation of state climate change policy. This paper asks how successful this implementation process has been thus far, and uses interviews with a variety of participants in this planning process to analyze progress and identify key issues and structural obstacles ahead. Main findings include 1) that there is an enormous diffusion of information about climate change occurring in state and local government and a significant process of social learning; 2) that many institutions are gaining experience with important tools such as emissions registries and reporting procedures; 3) that regional and local planning remains disconnected from state climate change goals with little mandate for compliance beyond the threat of CEQA litigation; 4) that no large-scale mobilization of state or local government resources to reduce emissions has yet occurred; and 5) that fundamental political dynamics in the state still work against many potential implementation steps that might fulfill state policy goals in regard to greenhouse gas emissions.

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PLANNING POLICY AND FLOOD RISK: THE IMPLEMENTATION OF NATIONAL GUIDANCE WITHIN LOCAL PLANNING

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Scientists and policy makers generally agree that the likelihood of flooding in the UK will increase as a result of climate change. It is also accepted that sensible land use and development planning plays an important role in the management of flood risk, while allowing necessary development to continue. As the planning system operates on different spatial scales, it can be used to integrate flood risk management measures at the strategic planning scale and deliver these in practice at the individual site level. Indeed, it is worth noting that the planning system may actually be the most sustainable method to manage flood risk, in that not only can it provide for risk management, it can also avoid or even reduce risk, due to its ability to influence factors such as the location, type, design and function of development.

The growing awareness of flood risk over the last decade has driven what may be seen as an incremental improvement in the management of flood risk via spatial planning. In England, the recent emergence of new national planning policy on flood risk in the form of Planning Policy Statement 25: Development and Flood Risk, is indicative of the rapid development of new policy mechanisms to perceived changes in risk. However, whilst progress with regard to planning policy and practice has been made, there is some evidence that the rapidly evolving flood risk management policy framework may take time to effectively translate into more informed and effective decisions.

This paper draws on ongoing research focused on examining the treatment of inland flood risk within England. The start of the 21st Century witnessed a rapid emergence of national planning policy on flooding, largely in response to a rising awareness of risk, and data is presented concerning how Local Planning Authorities have translated this national guidance into their local plans, and therefore potentially inform the location and nature of local development. It is argued that the translation of national policy into local plans is inconsistent between different settlement patterns and is influenced by experiences of flood events, as opposed to a uniformly precautionary approach. Yet on the whole the picture is positive, as local plans have integrated flood risk concerns and outlined mitigation measures,

creating the potential within the plan led system to implement a more risk based, precautionary approach and adapt to the challenges of climate change.

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[198] PROSPECTS FOR BRIDGING THE PLANNING AND ARCHITECTURE DIVIDE TO ADDRESS CLIMATE CHANGE

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Mitigating greenhouse gas emissions and climate change impacts calls for closer collaboration between planning and architecture. The traditional suburban development model occurred with a largely sequential pattern of involvement by planners, architects, and other professionals. Now, for example, dense, transit-oriented development requires simultaneous engagement by planners and designers. Planners' efforts to reduce GHG emissions related to urban form and transportation will be most effective if coordinated with architects' efforts. Architects' roles are not limited to reducing the carbon footprint of buildings, since many Smart Growth planning concepts require exceptional building design to achieve community acceptance. In both fields, there are trends to a more simultaneous design and planning process that is supported by technology (e.g., Building Information Modeling, visualization, Geographic Information Systems, etc.). There is greater attention to lifecycle environmental costs and impacts as well, such as LEED rating systems. Each profession, however, is not pursuing these initiatives in close partnership with the other. The paper assesses North American trends in planning and architecture, and identifies the current barriers to a more simultaneous planning and design process, including issues in professional education, professional associations, and trends in practice. The paper concludes by proposing a series of capacity building initiatives to promote a more simultaneous planning and design process. The paper builds on a discourse at the 2008 Dale Prize Colloquium, held at Cal Poly Pomona (which addressed this subject), scholarship on the relationships between the fields, and interviews with key subjects.

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COMMUNITY ECONOMIC ADJUSTMENT AFTER MAJOR DISASTERS: FRAMEWORK AND ANALYSIS

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In the past century, the number of reported natural disasters skyrocketed, partly due to the climate change, deterioration of the environment, and rapid expansion of human settlements. One of the challenges encountered in environmental planning and disaster management is the absence of empirical research on how communities adjust after major disasters. Most existing research on the economics of disasters focus on measuring the net local economic impact of the events. Yet very few, if any, studies have sought to understand the adjustment process that leads to the net outcomes. Often the net outcome of a disaster disguises important social changes and distributional effects relevant to the welfare of citizens. For disaster management planners, knowledge of net impacts alone is not adequate to design policies that facilitate disaster mitigation and community recovery.

This paper presents an analytical framework to understand how communities adjust after major disasters. At the core of the community economy are households, businesses selling to local consumers, and export-oriented businesses. The latter are businesses whose customers are mainly from outside of the community. The inter-related adjustment decisions of households and businesses determine aggregate community economic outcomes. Factors such as local leadership, government disaster assistance, and planning and land use regulations affect the adjustment process through their influences on households' and businesses' decision making.

I use a case study of the City of Grafton, IL as an illustration of the analytical framework. Grafton is a small riverside tourist community that was severely damaged by the 1993 Midwest flood, the most costly flood in the U.S. history. The floodwater inundated almost the entire city, affecting about 900 residents. More than 70 houses suffered severe structural damage that forced owners to abandon their properties. As a mitigation policy, a buyout program was put into effect to relocate the residents from floodplain areas. In 2000, the City of Grafton had 609 residents, about 66 percent of its population size in 1990.

The major methods of investigation are archival data analysis and interviews. Government officials were interviewed on flood damage, mitigation, and overall community economic impacts. Business owners were interviewed on their emergency responses, decision making, and the long term business impacts as results of the flood. Other economic and demographic data are collected from the Census, the Bureau of Economic Analysis, the Bureau of Labor Statistics, and the County Business Patterns.

The results show that measured by net economic outcome variables, such as number of businesses and community sales taxes, Grafton recovered or even improved since the 1993 flood. Due to the improvements in infrastructures and open space, export-oriented businesses in the tourism sector, such as bars and restaurants, recovered strongly. However, local consumer businesses, such as grocery stores and car repair services, suffered long-term revenue declines because of the lack of customers. Although a new subdivision was made available for the displaced residents, very few of them took advantage of it because of a long waiting time before the lots were ready for sale and because home prices were high.

(This piece of work is drawn from an almost completed dissertation. Academic adviser: Professor Edward Feser, Email: feser@uiuc.edu)

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QUANTIFYING LANDSCAPE SPATIAL PATTERN IN RESPONSE TO URBANIZATION: AN ANALYSIS OF THE COMPLEX URBAN RURAL GRADIENT IN TAIPEI METROPOLITAN AREA

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Landscape spatial pattern of urban area undoubtedly affects physical, ecological, and socioeconomic processes within their boundaries and beyond. Investigating spatial pattern which comprehensively refers to the composition and configuration of landscape used in explaining or predicting the effects of urbanization on ecological system can be necessary for urban spatial planning. Several studies have demonstrated the capability and effectiveness to integrate the gradient paradigm and spatial metric analysis to study the spatial and temporal dynamics of landscape pattern along the urban-to-rural transect. However, the useful way to represent the information of urban spatial pattern by a profile of transects may lost some details of study area because urbanization could create complex and non-linear urban-to-rural gradients due to the environmental and socioeconomic heterogeneity in the metropolitan area. Based on digital land use maps and GIS tools, this study used multi-scale and non-linear methods to analyze the spatial pattern of Taipei metropolitan area between 1971 and 2005 and provided a more accurate representation of the complex gradients within the study area. The results demonstrated the complex of urban-to-rural gradient in Taipei metropolitan area. The spatial and temporal dynamics of the entire landscape pattern provide more information about the impact of urbanization on the landscape spatial pattern. This analysis also reveals some regularities of urban pattern and provides an alternative way to test the postulated hypothesis of urban growth.

This paper is drawn from an almost completed dissertation. My advisor: Prof. Huang, Shu-Li, National Taipei University, Taiwan e-mail: shuli@mail.ntpu.edu.tw

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ENVIRONMENTAL RISK MANAGEMENT STRATEGIES IN AREA-BASED BROWNFIELD REDEVELOPMENT PROJECTS

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The majority of brownfields in the United States are small – former dry cleaners, machine shops, corner gas stations, etc. Many are scattered across economically depressed areas. No one of these brownfield sites can be expected to yield the above-average returns on investment needed to attract private capital to it. However, an area-based approach, integrating multiple sites into a single regeneration program, has the potential for attracting capital, generating positive community benefits, and turning around neighborhood property values. A number of local economic development efforts, including those of community-based organizations, have focused on specific neighborhoods. In doing so, they may provide not only greater private returns to investment on the individual parcels to be remediated, but also higher public returns through the positive spillovers to non-brownfield properties in the neighborhood (Iams and Gilliland 2005, US Conference of Mayors 2005, Wernstedt and Hanson 2006).

Environmental risks from these sites include potential harm to humans and ecosystems and financial liability for damage done by pollutants. Managing these risks is complicated by the fact that complete site remediation most often is not cost effective. Consequently, provisions are made for Risk Based Corrective Action cleanups that permit on-site retention of residual contamination. Thus there is the need for Long Term Stewardship (LTS) or management over time of these known contaminants (US Environmental Protection Agency [EPA] Long-Term Stewardship Task Force 2005).

This paper reports on research funded by EPA that examines approaches used by public sector and nonprofit organizations to control these risks. Findings are derived from site visits, in-depth interviews, and review of documentary materials collected over a period of two years in eight communities in Indiana, Kentucky, Massachusetts, New York, Pennsylvania, South Carolina, Vermont and Wisconsin. Projects were selected on the basis of a) pre-existing residential land uses, b) presence of brownfields with a history of multiple owners and uses, and c) a real estate market that would not attract redevelopment capital without support. Risk management strategies employed in these projects are summarized including site ownership by arms-length land trusts, formation of limited liability corporations, and purchase of environmental insurance policies. The paper concludes with a discussion of the merits of land trusts as LTS tools.

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“WINDOW OF OPPORTUNITY” OF NATURAL DISASTERS – DID PLANNING MAKE THE BEST OF IT?

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Can natural disasters be a Window of Opportunity to reduce community's vulnerability by directing redevelopment away from the hazard prone areas? State of Florida has arguably the most comprehensive planning mandates in the United States. The mandates require every coastal county have a coastal management component in its comprehensive development plan. The mandates also provide a detailed list of mitigation strategies that should be addressed in the plan. A rich body of literature has showed that state mandates were effective in helping local jurisdictions make better plans for hazard mitigation (Berke and French 1994; Burby and Dalton 1994; Dalton and Burby 1994; Berke et al. 1996). However, little is known whether such plans are actually effective in reducing community's vulnerability during the post-disaster redevelopment.

This research applied a panel design to examine residential land use change in Miami-Dade County following the Hurricane Andrew of 1992. The data, taken from the Miami-Dade county property tax appraisal office, includes parcel level land use of two years before and eight years after the storm (from 1991 to 2000). GIS-based spatial analysis was first conducted to detect the spatial patterns of land use changes. Multiple regressions were then used to identify the critical predictors in determining land use change during the post-disaster redevelopment period. The independent variables include the hazard mitigation policies concerning redevelopment identified in Miami-Dade County's comprehensive plan, pre-disaster characteristics of the housing units, damage level, property value, home tenure, neighborhood socio-demographic and socioeconomic characteristics.

The results indicated that in the most vulnerable areas (Coastal High Hazard Area), the hazard mitigation was somewhat effective in steering redevelopment away. The plan, however, was a non-factor in other areas. Rather, socio-economic and socio-demographic variables appeared to be the significant factors that ultimately determined the redevelopment pattern and density in coastal risk areas.

This research bears important implications for local planners. First, the results showed that pre-impact hazard mitigation plan worked. But it should be more effectively implemented. Second, redevelopment following a major natural disaster showed that affordable housing redevelopment needs extra policy attention because the residential land abandonment was clustered in low income neighborhoods even though these areas were not the restricted development area in the hazard mitigation plan.

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DESIGNING A FAIR ALLOCATION OF GREEN HOUSE GAS EMISSION ALLOWANCES FOR POST-KYOTO INTERNATIONAL CLIMATE REGIME

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Negotiations for a post-Kyoto international climate policy design are deadlocked on a very serious question: which decision rule should be deployed to “fairly” allocate carbon emission allowances under the proposed international cap and trade policy mechanism for controlling Green House Gas (GHG) emissions and stabilizing the earth's climate (Lange et al. 2006)? The Kyoto treaty deployed a grandfathering decision rule (Glantz 2003). The grandfathering decision rule has been severely criticized by the overwhelming majority of developing nations for granting a “free-ride” to the industrialized nations for the GHG emissions that were emitted prior to the baseline year. Instead of the grandfathering decision rule that is favored by many developed nations, GHG emission caps on a per capita basis appear more “fair” to many representatives of developing nations (Leimbach 2003).

This study develops a statistical model to calculate GHG emission allowances for each country of the world under the grandfathering and per capita decision rules. Second, a bargaining space is derived to estimate the GHG allowance gaps for each country with grandfathering and per capita decision rules. Common knowledge of the bargaining space is expected to facilitate international negotiations.

Databases released by IEA (2007A, 2007B), World Bank and OECD are re-organized in panel format to estimate the fixed and random effect statistical models. Time-series trend analysis is used to calculate historical and future CO₂-equivalent emissions for each country. Statistical models are estimated with multiple dependent variables: CO₂-equivalent emissions in Metric Tons per year per country for grandfathering decision rule and in Metric Tons per capita per year for per capita decision rule. A wide range of independent variables representing socio-economic, demographic, political and energy indicators of each country are tested for significance and refinement of fixed effects and random effects statistical models. The study provides statistical estimates of CO₂ emission bargaining space for representatives of each country of the world to facilitate international negotiations for a fair design of climate policy and for planning national level mitigation and adaptation strategies.

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[1997]

**POSTER: TOWARDS THE “IN ITINERE”
ENVIRONMENTAL ASSESSMENT (SEA) OF RURAL
DEVELOPMENT POLICY IN EUROPE**

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Since the reform of the Common Agricultural Policy, Rural Development is playing an increasingly important role in helping rural areas to meet the economic, social and environmental challenges of the 21st century: the strengthening of EU rural development policy has, therefore, become an overall EU priority. With over 60 % of the population in the 27 Member States of the European Union (EU) living in rural areas, which cover 90 % of the territory, rural development is a vitally important policy area. In Italy, in particular, rural landscape and the places of the agricultural production represent one of the main cultural and ecological resources of the territory. The new rural policy framework, according to the Göteborg sustainability goals, points more clearly to the direction of improving sustainability: Rural Development Programmes (RDP) 2007-2013 focus on three areas among which “environment and countryside” is one of the most relevant thematic axes whose weight has increased in the new rural development regulation.

In this framework EC Regulation 1698/2005 on support for rural development by the EAFRD has foreseen, for the new programming period 2007-2013, a comprehensive environmental assessment to be undertaken by State members in the context of the ex-ante evaluation for each rural development programme. Accordingly, ex ante evaluation in the context of rural development programmes has analysed in detail, for each programme, its underlying strategy and objectives - including baselines, quantifiable objectives and target levels.

National Strategic Plans (NSP) and RDP with their own SEA ex ante have been submitted to the European Commission. In the 27 European State members, 88 Rural Development Programmes have been elaborated (57 of them belonging to Member States with a stronger programming framework regionalization: 22 in Italy, 19 in Spain and 16 in Germany) (up-date December 2007).

Now, the “in itinere” environmental assessment is open!

Starting from the authors’ experiences in the SEA elaboration for the rural development programming of two Regions of the Northern Italy, the article would provide a survey of the state of the art in the integration between environmental assessment and rural development policy in Europe with a look at the beginning “in itinere” step.

The European context shows an interesting example of coordination among various institutional levels (communitarian, national, regional and local) and between the local context and that regional one.

Through the analysis of different State members experience in the “ex ante SEA” of the RDP (with some deepening about the Italian case peculiarity), the paper will focus on the differences in the rural development programming and assessing management framework in Europe, developing some considerations on the perspectives of the “in itinere” period.

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TRACK 4: GOVERNANCE, CAPACITY BUILDING AND PARTICIPATION

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BACK TO THE BASICS?

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What do global warming, the hole in the ozone layer, birds flu, floods, globalization of culture and the economy, uneven development, have in common? They all reflect threats, challenges affecting our daily live. Firstly, the paper argues for the need to re-establish transformative practices (Friedmann, 1987) as the main purpose of planning. They are needed to cope with the continuing and unabated pace of change driven by the (structural) developments and challenges. Transformative practices cannot be dealt with and managed adequately with the intellectual apparatus and mind-set of traditional planning. Indeed, many plans remain too much of "an administrative framework" for development instead of an "action instrument" aimed at tackling problems and challenges in view of a realistic and appealing vision. So a shift is needed from a more regulative, bureaucratic approach towards a more strategic, implementation-led and development-led approach. All this challenges existing knowledge, conventional wisdom and practices, and the (traditional) attitudes and skills of planners. It breaks existing paradigms and forces citizens/politicians/planners to move outside their usual assumptions.

Secondly, the paper reflects on the uneasy relationship between planning and uncertainty. In the new millennium governments are undoubtedly more sensitive to uncertainty and prone to a more 'precautionary approach'. The precautionary principle nowadays travels to planning. A rigid implementation of the precautionary principle could prevent any form of scientific, social, cultural and spatial experimentation imposing a doctrine of limits, it offers certainty but in exchange for lowering expectations and preventing experimentation and (structural) change (see Furedi, 2002). Therefore a clear line must be drawn between 'prudence' and the precautionary principle.

Thirdly, the paper reflects critically on the concepts and techniques we use and the logics we apply in tackling problems and challenges and argues for socio-spatial innovation in concepts, in knowledge, in instruments, in technical, legal, financial and policy tools. The paper relies on a critical and selective review of relevant literature, some results research projects, and the author's own experience in practice.

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THE DYNAMICS OF PLANNING AND THE CONTESTATION OF SPACES IN SUB-SAHARAN AFRICAN URBAN SYSTEMS

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Cities in Sub-Saharan Africa are currently experiencing unprecedented population growth and this trend is expected to continue at a higher momentum in future. This is coupled with the widening poverty gap amongst the cities' inhabitants; increasing proportion of those trapped in a cycle of abject poverty; widening infrastructure gap and rapidly expanding informal settlements. This has resulted into the contestation of urban spaces in proportions never witnessed before and which at times has resulted into active confrontation and conflict with serious implications to the mediating role of the cities and their sustainability. It is argued that innovative planning approaches that take cognizance of the interplay between socio-economic, environmental, ethnic and cultural dynamics have to be developed if the profession is to cope with the contestation for urban living spaces and minimize conflicts. Planning is to ensure that cities develop and grow in a way in which the poor do not miss out or are overrun by the rich who have both economic power and influence in the public domain. This is extremely vital given the current global set up and the pressure to seek economic returns at the exclusion of social dynamics. The question posed is what should be the response of planning to the contestations of spaces in cities and how can it be used as a tool for reduction of conflicts in the urban space dynamics? This paper will draw on experiences and empirical studies from selected cities in Sub-Saharan. This will include Nairobi and Kisumu (Kenya); Harare (Zimbabwe), Gaborone (Botswana); and Durban (South Africa).

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**[206]
BUILDING COMMUNITY CAPACITY AND SOCIAL
COHESION THROUGH RESIDENT-LED EVALUATION:
THE EXAMPLE OF STOCKWELL URBAN II PROJECT IN
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This paper sets out to explore issues of capacity building, participation and social cohesion in neighbourhoods normally labelled deprived and socially excluded. How far can regeneration strategies promote active community engagement and how can

residents be empowered to manage the process, as opposed to being passive recipients? Are there mechanisms by which residents can be enabled to play a leading role in the evaluation of projects in their neighbourhood? Does this approach match recent guidance from the English government which is advocating concepts of 'empowerment' and 'community engagement'?

The author will attempt to answer these questions by discussing an evaluation of a neighbourhood project funded through the European Union in a deprived and multi-ethnic area of approximately 30,000 residents in Lambeth, London. The funding ran from 2000-06 and of five major objectives relating to the local economy and environment the first was 'To build capacity in the target community to increase local participation and improve access to services'.

In 2007 funding was secured from a variety of public sources to carry out a full evaluation of the Urban II project in Stockwell. Up to 30 residents from the area have been selected from target groups (lone parents, unemployed, over 50s) to undergo a four week training course in order to enable them to carry out the evaluation through data collection and interviews with key stakeholders over 14 weeks.

The conclusions will discuss the evaluation of capacity building and community involvement arising from the project itself, as well as exploring the community-led evaluation process. What are the implications of residents playing a leading role in the evaluation of regeneration projects? What skills do they bring which are not always acknowledged (such as tacit local knowledge) and are their expectations of impact and outcomes greater or lesser than professionals? Are residents genuinely 'empowered' when treated as the 'subject', rather than the 'object' of evaluation processes? Do they acquire an improved understanding of their neighbourhood and new skills?

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**[207]
STRATEGIC PLANNING AS A FIELD OF PRACTICES
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The paper aims at investigating the particular nature of strategic planning. Sketching some exp-post considerations after the first phase of the Strategic PROJECT Città di Città promoted by the Province of Milan, it will present an exercise of "reflecting with practice", meant at drawing lessons from a reflection on the complex interplay between knowledge and action and moving towards a further conceptualisation of problematic situations through the medium of the scientific literature and debate. After 20 years of experimentation, in fact strategic planning seems far from becoming a new mainstream form of planning with its rules, examples and procedures. On the one hand because it is still an area of competition between different professional groups, from planners to economists and sociologists, on the other hand because the voluntary, multi-actor

and multi-level character of most experiences seems a structural antidote against a strong standardisation. In this context three seem to be in particular the critical dimensions to focus upon: the first one is the issue of legitimacy raised and discussed by John Friedmann (2004) that challenges the very idea of strategic planning as a form of planning: the possibility to practice it as a highly symbolic form of dialogue with society will be discussed. The second is the issue of the relationship between the plan and its territory in dynamic urban regions, which is linked to the new characteristics that the city is assuming: strategic planning being assumed as a way to cope simultaneously with problems of urban change and with very complex governance problems. The third issue is what kind of general rules we may follow in the preparation of a strategic spatial plan if we admit that the dominant view coming from private sector strategic planning of a sequence of operations - (a) initial agreement, (b) stakeholders dialogue, (c) swot analysis, (d) definition of the vision, (e) strategy formulation and (f) listing of actions (Bryson and Roering 1987) - is not satisfying. We have to explore if we can identify some elements which do not constitute a fixed set of rules but could identify some fundamental components of a strategic planning process.

Drawing from the experience of trying to find an effective approach to strategic planning for the city-region of Milan, the paper discusses these three critical dimensions

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WITHDRAWAL OR REINVENTION? THE CHANGING ROLE OF STATE AGENTS IN PORTUGUESE URBAN GOVERNANCE IN FACE OF INCREASING DEMANDS FOR PUBLIC ACCOUNTABILITY

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This paper argues that, in political contexts of persistent state centralization and of increasing demand for public accountability, shifts in modes of urban governance are better understood as trends towards the reinvention of the role of the State than to it trying to relinquish the responsibility for governing collective affairs. As currently addressed in the U.S. and in Western European contexts, the idea of urban governance assumes a shift to more networked and multi-leveled institutional arrangements, in which the State comes to share responsibilities with non-State agents in the production of the city. The underlying assumption is that the State is either willing or inevitably forced to surrender its role as the sole authority in face of the complex institutional framework operating in cities.

However, this view overlooks the many instances in which the State remains the driving governing force in transforming cities, despite discursive indications that it is trying to do exactly otherwise. This is because the institutional change involved in shifting from one governance mode to another implies a reconfiguration of authority and legitimacy claims for action, which the State might not be willing or able to give up by itself or in face of sustained demands for public

accountability. Exploring the nature of urban governance shifts in which the State maintains a preponderant role helps to expand the knowledge on emergent forms of governing collective affairs and the complexities of the processes of institutional change.

The author draws these arguments from the analysis of the implementation of the Polis Program in Portugal, an urban rehabilitation and environmental improvement policy designed in 2000 by the Portuguese Ministry of Environment and funded largely by the EU. Focusing on careful leverage of funds, efficient implementation, and public input and local accountability, this State-led policy intended to foster an institutional change in current planning and governance practices in Portugal towards more flexible modes of urban governance. Research was conducted using an in-depth case study approach, in-depth interviews, and content analysis of official documents and newspaper articles.

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BRIDGING INSTITUTIONAL ANALYSIS AND COLLABORATIVE NATURAL RESOURCE MANAGEMENT THEORY: LESSONS FROM THE KAWARTHA HIGHLANDS LOCAL STAKEHOLDERS COMMITTEE

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Collaborative decision-making is a perennial interest in the literature on urban, regional and natural resource planning and is a subject that is analyzed and interpreted through a wide variety of theoretical lenses. This paper reflects my own journey through the literature on collaboration and presents a re-analysis of my Masters thesis research, in light of Healey's evolving institutionalist perspective (2007; 2006). My research centered on an in-depth case study of the Local Stakeholders Committee that was established for the Kawartha Highlands Signature Site, a recently established protected area in southeastern Ontario. The work was originally conducted through the lens of collaborative natural resource management theory, an interconnected and oft cited body of work that primarily arose out of the study of the U.S. Forest Service (Selin & Chavez 1995; Wondollock & Yaffee 2000) and that has been more recently applied to the study of Canadian resource planning processes (Frame et al. 2004). Given its focus on the micro-politics of multi-stakeholder decision-making processes, collaborative natural resource management theory was ill suited to the observed dynamics of the case. For although the Local Stakeholders Committee adopted many of the best practices for the design and facilitation of multi-stakeholder processes, it was plagued by a bitter public debate that undermined the committee's legitimacy and necessitated a separate negotiation process with key stakeholders.

When viewed in the context of Ontario's history of land use planning – characterized by polarized interests and the use of closed-door negotiations in the face of controversy – the case suggests that the

committee's efficacy was not simply a question of procedural design. Greater attention needed to be paid to the institutional context. Healey's approach to the study of collaboration and her attention to the layers of governance interaction provide a more productive frame for the analysis of the case. Her model highlights the impact of established coalitions, discourses and governance practices, all of which were found to be key factors in the destabilization of the Kawartha Highlands Local Stakeholders Committee. While Healey's recent work examines the relationship between collaboration and institutional transformation, the Kawartha Highlands case raises new questions about the impact of institutional rigidity on the efficacy of collaborative planning initiatives. These findings reiterate the potential benefit of revisiting empirical data with new theoretical perspectives.

Additional Information

Relationship to Dissertation Work: Somewhat related (the theoretical aspects of the paper inform my pending dissertation proposal)
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UNIVERSITIES AND COMMUNITY ENGAGEMENT: ADDRESSING THE CAUSES OF SOCIAL EXCLUSION.

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There is now a widespread acceptance that we are moving towards a knowledge economy, where human capital is as important for economic growth and social well-being as land, labour and machinery (see inter alia Temple, 1998, for a review). This new 'knowledge economy' creates particular challenges for urban and regional planning, not least because of the propensity of knowledge capital to agglomerate without decreasing returns to scale (Romer, 1994; Solow, 1994). The rise of multi-millionaire 'World Cities' is one manifestation of this trend, with ever growing megapolises (Beaverstock, 2004) which face new kinds of planning challenges in the forms of congestion, pollution and sustainable development.

However, more everyday challenges face the vast majority of regions which are located outside what Smith (2003) refers to as Global World City Networks. The knowledge economy has potentially socially divisive effects at the regional scale, creating new social cleavages between the knowledge 'haves' and 'have nots'. Byrne (1999) & Moulaert (2000) have highlighted the problems that this can create for particular communities poorly endowed with knowledge capital.

Indeed, the result can be a vicious cycle in which a lack of human capital encourages capital flight from these places, further distancing their residents from contact with the kinds of social institutions which could help them address their problems. These places become home to extreme social problems, and yet those problems are not entirely endogenous, but arise because there are barriers which prevent economic growth from benefiting these regions.

Within the knowledge economy, for those not excluded from the circuits of knowledge production, the university has in recent years reasserted its role as a centre of knowledge capital production (OECD, 2007). The much-heralded demand for 'useful knowledge' has seen universities respond to societal, governmental and business pressures to create knowledges which can drive economic competitiveness (Gibbons et al., 1994; Smith & Webster, 1997). But it is not just universities roles as centres of learning which facilitate this: universities can be important governance actors (Gunasekara 2006). Universities help to configure local policy to respond to the needs of clients (such as businesses) and create new infrastructures such as business parks which support this activity (Benneworth & Hospers, 2007).

One element of the vicious cycle of social exclusion can be regarded as barriers preventing socially excluded communities engaging with universities to improve their own situation (Kellogg Commission, 1999). Historically, evidence from America has suggested that universities that engage with communities can develop social capital and help them to improve the conditions of those communities (Austrian & Norton, 2005). Universities may help to equip such communities to better engage with participator planning and produce physical spaces better suited to their needs (Healey, 2006). But the contemporary university faces many demands on its resources, and excluded communities are not always well positioned to articulate these demands.

In this paper we explore the interaction between universities and socially excluded communities in three UK regions, the North East, the North West and Scotland. We examine the techniques that universities are developing to attempt to meet the needs of these communities, from promoting student volunteering and team projects to developing entirely new campuses within excluded communities to drive localised learning and re-engagement. This analysis is used to explore the barriers universities face in their community engagement, and address how seriously universities may contribute to planning solutions addressing social exclusion within extremely deprived communities.

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FROM WELFARE TO SECURITY: PLANNING AS RISK LIMITATION EXERCISE

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Whereas, it can be argued, in the heyday of the modernist paradigm planning aimed at the maximization of welfare, a shift has been effected over the past decades towards an overarching concern with the minimization of risk. More recently yet, risk aversion has extended beyond the categories of natural / environmental and human-caused technological / industrial disaster to encompass all types of security threat, conflating assumed terrorist threat, urban riots, gang activity and street crime into a single fearful spectre. How has this process of transition, in Loic Wacquant's terms, from, an 'état providence', a welfare state, to an 'état pénitence', a penitentiary state, affected planning and its output? Has the reduction, identified by Foucault, of universal law into specific regulation fragmented the spatial moment contributing to a disappropriation of the public realm? While the shift from site specific surveillance to continual vigilance engenders a generic threatening other as well as a totalising alien space. The resulting spatial configurations, reflecting this fixation with security as ultimate imperative, are necessarily restrictive in both form and type. The paper examines, as case study, France's recent law / regulation (05/03/2007) on 'the prevention of delinquency' stipulating a variety of design specifications in the planning of housing estates and public spaces to be applied on site in consultation with local police authorities. Will planners accept their new role as ex ante policemen fighting anticipated crime, and what shall be left of their shrinking Lebensraum?

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CELEBRATING THE INDIVIDUAL: INTENTIONS FOR URBAN DEVELOPMENT

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Within the European context, state driven urban planning is withdrawing, the welfare state is heavily discussed and private and civic arrangements in planning are increasing. As the lead idea of a planned society is abandoned, a scientific approach from the planner as the single 'spatial' expert is no longer a matter of course and thus the legitimacy of planning institutions and their traditional planning methods can be questioned. New ideas have appeared; the planner as mediator, actor-oriented processes, democratic deliberation and multi-actor planning. These ideas on legitimacy and governance have so far mainly been explored from the perspective of existing institutions. But, spatial development and transformations in cities are not only formed by legal organized regimes but by countless self-initiating (groups of) actors too.

This paper therefore focuses on how intentional individuals influence urban developments by enlarging their action space. To be more precise, it answers the question: How can ideas on self-initiating (groups of) actors help to abridge the distance between the current European society on one side and the traditional planning institutions on the other? Can recent theories – developed not specifically for planning – help us to find new ways of governance for urban development?

In this paper, the following theories, developed in philosophy, economics and governance are explored: Emergent self organization (Schelling 2006, Portugali 2000); Temporary Autonomous Zones / Immediatism (Bey 2003); Actor Network Theory (Latour 2005, Callen and Latour 1981, Law 1992) and Associative Democracy (Hirst and Bader 2001). Although some of these theories have already been studied in their relation towards planning practices, they have so far never been studied on their interrelation. Each of them relates to intentional individuals and their (supposed) influence on urban developments by enlarging their (individual) action space with different emphases: building associations, formation of regimes, networks and the like, done (un)intentionality, temporal, by actors and artefacts, reaching legitimacy or not.

The paper presents how these theories can be related to each other and it explores their relevance towards the practice of planning – how the theories complement each other in relation to the proposed research question.

This paper is drawn from a dissertation proposal currently developed in corporation between the University of Utrecht, department of Human Geography & Urban and Regional Planning (The Netherlands) and TNO, Netherlands Institute for Applied Scientific Research (The Netherlands).

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THE DYNAMICS OF PARTICIPATION: MODES OF GOVERNANCE AND INCREASING PARTICIPATION IN PLANNING

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Across the world revised planning systems and new forms of governance are seeking to promote increased participation in planning at all spatial levels (Albrechts, 2002; Gleeson et al 2004; Doak and Parker, 2005.). A stated aim of many of these initiatives is to widen participation from the 'usual suspects' to groups and communities traditionally excluded from planning (Kitchen and Witney, 2004). This paper puts forward a framework for understanding and characterising such initiatives based on exploring the dynamics, tensions and contradictions which are at their heart (Newman, 2001). This framework highlights the contradictory objectives of many planning reforms (for example, between speed of delivery and increased participation and between economic competitiveness and social inclusion) and the tensions between the contrasting modes of governance which exist within many current governance arrangements (for example, between participatory, representative and managerialist modes of governance). The paper argues that rather than typifying such revised planning systems as representing a shift to a new 'participatory' era of planning (suggested by proponents of communicative planning such as Healey 1997; Innes and Booher 2002) or as evidence of a continuing 'tyranny of participation' (Cooke and Kothari, 2001; Flyvbjerg, 1998; Yiftachel et al 2002), they are best understood by exploring the dynamic tensions between these contradictory elements. This framework is used to examine recent developments within planning in England at both the national and local levels. Nationally, the major restructuring of planning following the 2004 Act of Parliament is briefly explored. While the rhetoric of these reforms promoted participation as one of the central pillars of the planning system, the paper highlights how contradictions within it have resulted in a different, although not totally negative, story emerging on the ground. A story emerges of patchy developments based on the priorities and histories of participation of particular local agencies and a fundamental tension between the aims of delivering speedy decisions to facilitate economic development and widening participation (Barker et al 2007; Brownill and Carpenter, 2007a). This provides the context for a more detailed exploration of a local case study, Cowley Road Matters, in Oxford, England (Brownill and Carpenter, 2007b). The paper follows a community-led attempt to reflect the diversity, narratives and experiences of the local community in planning solutions for the area and its uneasy relationship with a hierarchical and output driven decision-making structure. The resulting dynamics between modes of governance focusing on the one hand on empowerment and on the other on representative democracy reveals both the opportunities presented by a focus on diversity, narratives and experience within participatory practice but also the limitations presented by clashing modes of governance. The resulting analysis suggests that a contradictory potential for participation is emerging as such tensions play themselves out on the ground. The paper argues that a focus on the dynamics of participation can help move analysis away from dichotomous views on the prospects for participation and can provide a framework for exploring the range of likely outcomes in different places.

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[214]

POLICY TOOLS AND COLLABORATIVE ACTION: INFLUENCING EQUITABLE MORTGAGE LOAN ORIGINATIONS

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Increasingly, federal policymakers enact policies that leave much of the decision making to states, localities, and third party actors. Through the use of indirect policy tools, policymakers can foster collaborative action in response to public problems, creating new governance structures that cross sector boundaries (Salamon 2002). However, questions remain regarding the effects of collaboration on equitable outcomes. In this paper, I use the case of the Community Reinvestment Act (CRA) of 1977, a federal policy that can foster collaborative action between community-based groups and lenders, to test its effect on equitable mortgage outcomes. The indirect mechanism of CRA can stimulate the formation of CRA agreements between community-based groups, lenders, and public agencies. I hypothesize lenders with CRA agreements will be more likely to originate equitable loans than lenders without agreements.

Logistic regression tests the effects of CRA agreements on equitable loan originations in low-income census tracts in Chicago, Cleveland, Indianapolis, and Cleveland. The sample cities were selected based on similarities in regards to historical practices of redlining, racial segregation, and deindustrialization. Cross sectional data on first lien, conventional home loan originations were obtained from the Home Mortgage Disclosure Act (HMDA) database for 2004. The results indicate a policy such as CRA can lead to more equitable outcomes; however, the effects of CRA may not be realized in all environments.

The case of CRA raises new questions in regards to the role local actors, including planners, play in fostering collaborative action. In

this case, collaborative action increases the likelihood that a lender originates a more equitable mortgage loan. However, CRA utilization varies across cities, which suggests the effectiveness of federal policies designed to foster collaborative action may be contingent upon local conditions. Collaborative action may require local government actors to move beyond the neutral administrative state to assume a facilitator or enabler role (Salamon 2002). For planners, this suggests a switch to the roles of bargaining and advocacy (Christensen 1999) may be necessary to create the opportunity for multiple groups to influence decision-making.

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[215] CAN AN “OBSERVATORY IN ACTION” APPROACH HELP IN RETHINKING PLANNING PRACTICES?

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Many planning experiences show the plurality and diversification of the planning tasks. Such a plurality and diversification is mainly due to the more and more crucial need of the planners to reinterpret their planning roles out of institutional protocols and to develop always new communication frameworks which have to be deeply rooted in the contexts of planning. Contexts are the results of evolving interdependencies between spaces and communities and are no longer manageable within whatever complex or general set of rules. As a consequence, communication in planning cannot be considered relying on participatory activities carried out within pre-structured planning protocols or simply considered as some of the several activities of the planning process.

Coherently with this vision, we challenge in this paper the conception of planning as a process for capturing and using knowledges by rethinking it as a process to be continuously shifted and adapted towards crucial cognitive resources which are hard to be involved in planning processes by the use of pre-structured participatory protocols. By crucial cognitive resources we mean dispersed but crucial knowledges which are active exclusively within social mechanisms regulating the interdependencies between communities and their spaces.

In the first part of this paper we discuss an “observatory in action” approach as a possible direction for rethinking planning. In the second part we describe some planning histories which are characterised by an observatory way to carry out the planning action and an evolutionary way to conceive communication protocols in action. These histories reveal the need for reconceptualising knowledge within current communicative planning activities mainly aiming at intercepting those crucial cognitive resources. In particular

we focus on the dynamic processes through which planning issues are collectively constructed and on the modalities through which those collective constructions interact with or influence the planning tasks in order to produce opportunities for planning actions.

Finally we highlight some of the challenges that such an “observatory in action” approach poses to planning practices.

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[216] PLANNING AND ORGANIZATIONAL FIELDS: THE CASE OF BROWNFIELD REDEVELOPMENT IN THE SOUTH BRONX

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This paper examines how environmental justice (EJ) groups engage and reshape organizational networks involved with brownfield redevelopment in the south Bronx section of New York City. Local EJ groups have formed the Southern Bronx River Watershed Brownfield Opportunity Area (SBRW BOA), which seeks to empower local participatory planning processes through the creation of an explicit connection between the plans SBRW BOA create and the projects that private developers propose for the area. The connection is sought via a networked set of linkages that would align community-generated plans with state-sponsored funding and public approval for brownfield projects. The primary research questions we ask are: (1) Does local control of planning processes, when incorporated into the actions of existing organizational networks, enable just outcomes for urban development? (2) What mechanisms are employed to direct actions within the organizational network and what impacts do those mechanisms have upon the planning process? (3) Does the organizational network in fact constitute the institutional form of planning in this case, or do older institutions remain dominant?

In order to analyze SBRW BOA, we supplement two years of participant observation in one of the BOA organizations with semi-structured interviews of organization leaders in all of the community and city agencies involved with the SBRW BOA. Interviews focused on the type and nature of interactions that each group has with city, state, private development and community organizations. Notes and recordings from these interviews and observations are the key data sources for engaging in an analysis of the organizational network from which our findings are derived.

The process observed is one where local environmental justice groups leverage the connections that intermediary organizations create against the fulcrum of state power in order to guide development outcomes toward the EJ definition of just urban form. The local groups claim the planning role by redefining the institutional concept of community and using this redefinition to legitimate their status as area-wide planners and then to empower their plans via state- and city-level policies. The notion that self-organized governance networks are autonomous and disengaged from state-led planning practice is challenged. The role of planners within devolution schemes that in fact empower local communities rather

than simply legitimating neo-liberal urban agendas is seen here to involve extending the state power attached to public planning agencies to organizations representing new institutional definitions of community.

This paper is a part of the exploratory analysis for James Connolly's doctoral dissertation in urban planning. Advisor Robert Beauregard, rab48@columbia.edu

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[217] **EXAMINATIONS OF CHANGE IN SEVERELY DISTRESSED NEIGHBORHOODS: AN ANALYSIS OF SOCIAL MOBILIZATION(S)**

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As dialectical sites of emerging social, political and economic change and conflict, neighborhoods (macro), and the actors (micro) therein, are entwined in structures of power, and complex relationship networks that simultaneously privilege and punish. This analysis can be situated amidst the broader contested theoretical framework referred to as strategic spatial planning. More specifically this research aligns itself with a belief in the necessity of integrating understandings and observations of both emergent strategies and episodic changes. In particular, this research aims to identify what accounts for the mobilization of social movements around neighborhood issues within severely distressed urban contexts. It does so by analyzing existing academic literatures on social networks and movements and also by examining emergent models of change and theories of governance. It is concerned with why certain neighborhoods, and more specifically certain actors, become engaged towards change, while others resist. Furthermore, this research examines what the role of planner should be in facilitating or mediating change. Similarly, given the contested nature of these severely distressed neighborhoods, with a proliferation of social service providers, limited internal capacity but significant external social and political pressure, and little collective certainty as to a future direction, certain distressed neighborhoods have become planning battlegrounds. This research aims to identify general outcomes of neighborhood mobilization in terms of policy effects and will provide an overview of case specifics from which to develop generalizations and progressive models of equitable change.

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[218] **REINVENTING THE WHEEL OR NEW POLITICS EMERGING FROM CONVENTIONAL TOOLS?**

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The paper attempts to discuss some challenges posed to local planning and politics in a context of rapid urban/metropolitan growth, disperse urbanization, and changing relations between state, market and civil society, particularly as far as their territorial and political dimensions are concerned. Although such relations are being transformed worldwide, sometimes induced by international agencies and world urban policies, they are also necessarily influenced by tendencies related to national and local policies and politics. In the planning field, urban policies in many countries have incorporated values and conceptions related to neoliberalism, structural adjustments, strong competition for new economic investments, public-private partnerships, various urban renewal programmes or, more recently, land regularization programmes.

Urban policies in Brazil followed those tendencies, but have also undergone paradigmatic changes during the last two decades, redefining relations between state and civil society through participation. Conventional modernist planning was criticized, as everywhere else in the world, for its functionalist approach, and particularly in the Brazilian case for not taking into account informality in its multiple forms. Participatory planning was then reinvented and redefined at various geographical scales, from a new federal constitution to local level politics. Participatory budgeting, informal settlements upgrading, property developments regulatory mechanisms, introduction of with environmental concerns, the emergence of sectoral councils, are some examples progressive urban politics that deserved both scholar assessments and eventual criticisms. But together with innovative practices, traditional tools were reinforced, as clear evidence that concepts and long established practices are resistant to change. That is the case of the Master Plan, a resurrected local planning instrument that became mandatory to all municipalities of more than 20000 inhabitants. The reasons for that and some of its implications will be discussed along the paper. At present, most municipalities approved new Master Plans during the past two years or so, and some assessments of the process and its outcome can be made.

Some of the questions to be addressed, therefore, are: to what extent can a rejected and criticized planning tool be subverted so as to include participation and progressive politics? In what ways locally organized civil society managed to have their priorities included in the process of discussion of the plans? To what extent zoning and other territorial planning tools reinforce competition between localities in their struggle for investments or favor upscale land development? To what extent urban reform principles that were so dear to progressive urban politics in Brazil were taken into account?

Empirical evidence comes from Belo Horizonte, a metropolitan region of four million inhabitants spread through 34 municipalities. The paper looks particularly into its northern part, a traditional low income urban expansion area, now in process of intense transformation due to several public and private investments in economic infrastructure and advanced services. We assume that the set of recently delivered Master Plans tend to express the ways in which local governments envisage their future inclusion in the process. In methodological terms the paper provides a comparative analyses of the plans, followed by interviews with key agents in the process. The paper is part of our research project on "New metropolitan peripheries", therefore benefitting from knowledge accumulated so far on the subject.

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TRULY NEO LIBERAL PROJECTS? A CRITICAL MAP OF URBAN POLICIES IN ROME

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Over the last decade, many countries, have experienced the proliferation of large projects. Around the nineties, conventional wisdom was summarised in the formula of the 'urban renaissance', combining flagship projects; international events to intercept capital flows; the concern with central areas; the remoulding of networks establishing growth coalitions

Definitions of urban projects are far from consolidated. LUPs are multifaceted events: besides dimension, they are defined by internal complexity and framing effects. Moreover, they are supposed to directly affect strategies pursued by cities in search of economic growth and competitiveness. Researchers have pinpointed the risk factor connected to dimension, the democratic deficit in the decision making process, the uncertainty about expected outcomes, and the random recourse to technical forecasting. However, large part of the research has been devoted to reconstructing how LUPs were embedded in the institutional framework and socio-political dynamics of the city.

This paper provides a short review and critique of the urban projects developed in the city of Rome (Italy). Such projects were started at the end of the '80s in a late modernist approach; refunded, yet not renovated in the '90s, in a broader 'polycentric' view. Later on, they have been endorsed as crucial steps towards the knowledge economy. Such evolution suggests that Large Urban Projects fit into a broader picture. Conceived initially as a neo-liberal Trojan- horse, they have started to acquire more complex nuances and ambitions. Different explanations have been offered, some suggesting adaptive behaviour, some insisting on path-dependency. A further interpretation look at

the change in urban governance, as policy networks remould the neo liberal 'inflection' (Donzelot 2006) of the entrepreneurial model. The paper suggests eventually a critical map of urban projects in European cities.

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DESIRING EMPOWERMENT THROUGH PARTICIPATORY SLUM UPGRADING: EVIDENCE FROM POST-DECENTRALIZATION INDONESIA

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In this decade, following extensive decentralization, planning and governance at the local level in Indonesia have become critical but challenging. Besides challenges of local governance for building capacity, raising resources, and delivering services effectively and efficiently, planners also acknowledge the need to make governance, planning, and development processes more participatory, and people's participation more empowering. It is in this context that I explore the dimensions of empowerment, effectiveness, and efficiency in a participatory slum upgrading project, the Comprehensive Kampung Improvement Project (CKIP), in Surabaya,

Indonesia. I argue that including empowerment as a concept, and even designing a program around that concept, without specifically targeted efforts, are insufficient to overcome the contextual limitations posed by a history of top-down development, societal idiosyncrasies, and a nascent civil society. The CKIP exemplifies the opportunities and challenges of decentralization and participatory development, and is an improvement upon the older, nationally implemented Kampung Improvement Program. Using mixed methods research, I analyze the aforementioned dimensions of the project using a framework that considers the opportunity structure (macro-and local), details of program/project design and implementation, and the quality of participation. The framework has its theoretical underpinnings in the fields of decentralization and governance, poverty alleviation, participation and empowerment, and civil society and the NGO sector. Primary data was collected over four months of fieldwork: over 20 semi-structured interviews with key stakeholder representatives; a household survey (N=200); and personal observations. This paper is drawn from my recently completed doctoral dissertation.

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A COLLABORATIVE-PROJECT MEMORY TOOL FOR PARTICIPATORY PLANNING

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Technology is more and more providing planners and designer with tools and methods to collect and communicate spatial data and assist spatial analysis.

When we think about new technologies supporting planning we mainly think about GIS, urban modelling, simulation models and virtual reality. But many other challenges to the planning practice need for tools to support and improve planning activities. In this sense we refer to new tools to support knowledge representation and sharing in participatory planning processes.

These processes are knowledge-intensive processes in which information is often lost in the flow of process, because of the lack of tools for recording, collecting, structuring and managing the generated knowledge.

The paper describes the use of a sense making tool (Compendium) to structure the knowledge produced in a real participatory planning process.

Compendium is a flexible software tool used in many different ways and organizational fields. It is an open environment in which singles

and group can represent and explore relationships between information and meanings, building new personal or shared understanding about problems and topics. It offer a visual interface to represents different communication items (information, facts, ideas, questions, arguments, etc) in form of structured dialogues in which relationship between items show the flow of interactions and make sense of the contents of discussion. In this sense Compendium can help to represent groups' interactions and argumentations and to structure the knowledge generated all along the participatory process.

In the present application Compendium has been used not for real-time capturing but for a post-hoc analysis of a real participatory planning experience.

In the real case study the team had to face the need to reuse and structure the materials and contents of some initial consultation meetings with the community, using those as starting point for the planning process. How can these contents be represented in a reusable way? How can they be restructured in a group memory repository?

Compendium has been used to represent and reconstruct the group memory of consultation meetings in order to allow both the planning team and the citizens to navigate into the contents of those meetings. Moreover the paper describes the main features and potential of the use of Compendium in Participatory Planning domain, and it describes the results of the group memory reconstruction. Finally the case study opens reflections on the need of new planning technologies supporting participatory knowledge generation, representation and management.

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REPRESENTING PARTICIPATORY PROCESSES IN PLANNING PROGRAMMES

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In participatory planning practices many resources (especially in terms of time and money) are often devoted in identifying objectives and actors, designing processes, and arranging planning artefacts oriented to participation results. The "trace" of participatory process, characterized by the rationale of decisions and by artefacts evolving along the process itself, is often neglected even if it represents the power engine of plans evolution.

In a process of participatory planning normally a group first explores and then identifies a common view on the plan. When this occurs a lot of work has been already done in the group. Many cognitive steps are between the exploration of the problematic context and the definition of a common view (negotiations of meanings, collaborative definitions of values and priorities, identifications of key actors and resources, etc.). All this work is very difficult to be represented and explained with standard reports or drawings; a lot of information and knowledge could be lost.

The paper describes and reflect on the neighbourhood regeneration programme (Peripheral Neighbourhood Regeneration Integrated Programme) targeting social housing neighbourhoods and participating to an initiative promoted and funded by the Apulia region (Italy) in 2006. The programme involved bottom-up and integrated initiatives (urban planning, technological and architectural design, social agendas,) based on the involvement of public, private and voluntary sectors and it required co-planning efforts. The experience points out and discusses the difficulties in representing and communicating, with the conventional reporting artefacts (textual reports, maps, tables etc), the complexity of opportunities, constraints, and both rational and opportunistic options which the planning group had to consider in order to develop the programme. The representation and communication of decisions rationale turned out to be crucial both during the programme organization (when participants had to collaboratively reflect on issues) and at the end of process (when the programme was delivered to the Apulia regional commission for the evaluation of both its contents and the process leaded to them).

The paper attempts to represent the programme rationale, that is a way to communicate and represent the participatory planning work disclosing the reasons (technical, political or opportunistic) behind decisions. In particular, the presented case focuses on the use of an hypermedia and sense making tool (Compendium) in order to represent the complexity of connections and expressive dimensions in which the participatory process can be represented; it focuses on the specific planning rationale that the planning group has followed.

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UTOPIATYPING – NEW TOOLS & STRATEGIES FOR CITIZEN PARTICIPATION IN URBAN DEVELOPMENT

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Citizen participation in planning and planning processes often reveals discrepancies between citizens' expectations and established planning practices – or between values and facts – leading to frustration and antagonism instead of ownership and consensus. At the moment demand for new strategies for participation and tools supporting participatory planning processes in Denmark – and other countries – is growing. Currently many processes founder on flawed communication, defective tools and shoddy implementation, which is why new strategies and tools are needed to bridge the gap and build the capacities for a better understanding between citizens and planners.

In this paper we present a tool for Utopiatyping, ie. presenting easily accessible information about future planning initiatives in a structured way as a basis for a joint vision formulation process between planners and citizens. We also discuss the tool as a part of a new strategy in (Danish) planning where citizen participation is seen as an interactive and iterative process with a greater focus on raising the awareness of the complex issues involved in planning as a practice instead of just focusing on involving the citizens in the project or plan at hand. The Utopiatyping tool in question is a 3D-application based on the commercial game engine VirTools. The application can be distributed over the internet or function as part of exhibitions and participatory planning processes allowing the users to access information about future planning scenarios in an explorative fashion.

In the paper we discuss two different instances of the tool. First we discuss the YWR – an interactive installation for presenting information about the potential consequences for planning due to rising sea levels. Second we discuss KOEGE 2027 – an installation created for and in collaboration with the municipality of Koege, Denmark as starting point for an ongoing planning process running from 2007-2027. The key data sources for our discussions of the tools are in situ user observations and testing followed up by qualitative interviews with planners and citizens and literature studies of comparative tools and processes.

This paper is a part of Thomas Fabian Delman's ongoing Ph.D. project [Urban Development and Citizen Participation – New Strategies and Tools] (supervisor: Niels Albertsen, niels.albertsen@aarch.dk). The paper is to a certain extent based on the dissertations of Andreas Lykke-Olesen, Ph.D. [Space as Interface - Bridging the Gap with Cameras], Tobias Løssing, Ph.D. [Urban Games], and Rune Nielsen, Ph.D. [New use of Interactive Technologies in Spatial Design].

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A PROPOSAL FOR INTEGRATED GOVERNANCE BETWEEN SYNERGETIC DYNAMICS OF COMPLEX SOCIETY: SYNERGIC ADMINISTRATION

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Settlement systems are complex and dynamic systems (Forester, 1969; Chadwick, 1971), and with the process of strong interaction and rapid transformation they reached high complexity levels which cause “unpredictable futures” and “uncertain situations”. That’s why the behaviors of society could be perceived “chaotic” which creates ontological problems for planning.

“Complexity and synergetic theories” which explain the rules of transferring a new and more complex order, and the principles of self-organization processes. In chaos situation and self – organization processes, systems continuously develop new communication and interaction channels between sub – systems, organs and elements and evolve into new and more complex systems. The new order is hinted in the communication and interaction channels that pre-dominate the process of self – organization (Ashby 1961; Mittenenthal & Baskin 1990; De Guzman & Kelso 1990 ;...). The occurrence of new order is a shift on the line of evolution.

From this point of view, the model of “synergetic dynamics of complex society” which tries to define an abstract and holistic framework for the complex society has been developed according to the logic of fractal geometry and the principles of self – organization process (Diker Camlibel, N.; 2003). How could society self – organize and create synergy? Could planners join this self – organization process of society? And, could they orient this social synergy? For understanding and finding answers for these questions, the research was undertaken during a significant case of chaos and self-organization process after earthquakes of August 17th and November 12th 1999 in Turkey. We could see social synergy, which existed in self-organized communication – interaction channels between different dynamics and different levels of society. There could have been identified three loops of circulation in this self-organization process which were 1st “chaos”, 2nd “self-organization” and 3rd “passing through the new order”. Especially in the 1st loop of “chaos”, the permanent and emergency solutions had been developed by social synergy and unfortunately planners couldn’t had been joined or participated in the creation and orientation of this social synergy. Social synergy could have behaved faster & more flexible than planners who have involved in public bureaucratic institutions. In the 2nd loop of self-organization dynamics, social synergy had started to grow within new communication and interaction channels between civil society, local government and state organizations in different levels of synergetic dynamics.

According to the social synergy developments within new communication–interaction channels between different levels of synergetic dynamics of complex society, and the movements for integrated governance between civil society, local government and state organizations, I have attempted to develop a new holistic model as a framework which could be named “Synergic Administration”. And the new role of planning’s could have been defined as “synergist” who effect or motivate the formation and development of social synergy in this model. There are dynamic platforms and caucuses and councils for horizontal integrations in each level of society, and communication & interaction channels like neural networks for vertical integration between different levels of “synergic administration”.

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THE ROLE OF LOCAL STRATEGIC PARTNERSHIPS IN FACILITATING ENVIRONMENTAL SUSTAINABILITY IN THE UK

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In the UK, the construction of the sustainable development agenda has resulted in a rethink of the governance and institutional arrangements set in place to implement this goal. These in part, stem from the realisation that the three ‘prongs’ of sustainable development (social, economic and environmental issues) should be managed in an integrated way but most importantly, that its pursuit must be mainstreamed into corporate governance structures.

According to the UK government, the creation of Local Strategic Partnerships+ (LSPs) are a direct response to its guiding principles for sustainable development -promoting good governance. Thus the principal aims of LSPs are to provide an inclusive, strategic and collaborative approach to service delivery at the local level and to facilitate sustainable development.

This paper therefore attempts to explore the objectives of LSPs as a governance tool for facilitating environmental sustainability at the local level. Drawing on the philosophical foundations of ‘communicative action’ and ‘structuration’ built by Habermas, Giddens and Healey and empirical material drawn from PhD* case study research in two UK local authorities, the paper provides a detailed analysis of the ways in which the ‘rich tapestry of social relations’ structures and restructures the day to day decision making processes and policy discourses within which LSPs operate. It concludes by highlighting the reasons behind the failures of governance to adequately integrate environmental priorities within the UK, which are largely institutional and argues further that the sustainability agenda requires much more than a ‘change in governance arrangements’ but also a change in behavioural and cultural practices of these organisations.

The results of this paper and indeed the PhD research have practical relevance at both national and international scales. For example as we continue to realise that the reforms to governance must precede the realisation of sustainable outcomes and the concern of climate change continue to take prominence at both global and local scales, it becomes increasingly important to challenge and reform the institutions through which sustainable development is delivered in order to obtain better sustainability outcomes overall.

+LSPs are single, non-statutory, multi-agency bodies, which match local authority boundaries, and aim to bring together at a local level the different parts of the public, private, community and voluntary sectors.

*The details of the empirical results used in this paper are drawn from an almost completed PhD thesis at the Centre of Planning Studies, University of Reading (Principal Supervisor: Joe Doak [a.j.doak@reading.ac.uk])

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CULTURE, EPISODES, HORIZON, PROJECT, INNOVATION, AGENDA: INSTITUTIONS AS “STOPPED ARROWS”?

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The fading of a “life project”, replaced by the emergence of a life “based on projects” represents one of the main characteristics of contemporary life. Living in a logic of “here and now”, contemporary men seem obliged to live in a sort of continuous contraction of their time horizon, where both past, present and future become fluxes of actions in which the possibility of sense making is more and more reduced. At the same time they are exposed to the necessity of dealing with coexisting different visions of the world: they have to go continuously from one frame to another, in a uninterrupted “adjustment” which happens through every day practices. This recurring passage/exposure to the other can be conscious and able to produce frame reflection, but can also produce a life made of episodes not related one another, where the capacity to recognize and to make sense of them could be very limited. Both these facts result in a growing need of consolidation, rather than innovation: routines in fact reduce the difficulty and complexity of everyday life and the uncertainty to which we are exposed to. The fall of great narrations, the reduction of spaces of projects and innovation affect not just individuals, but also institutions, which traditionally got specialized in planning the future, in producing sense-making, as well as in making projects and promoting innovation and developing codified solutions to problems. Words as culture, episodes, horizon, project, innovation become therefore problematic for institutions which risk to be “stopped arrows”. How can they deal with projects, when time horizon is always more contracted and uncertain? How can they develop a culture of governance when their life is more and more constituted by episodes? How can they produced shared vision and sense having to deal with the multiplication of frames? How can they look for innovation when there is a growing need of consolidation of routines? How can they take care of the future, when future cannot even be thought? Indeed institutions are engaged in a new quest, through new forms of anticipations of the future, with relevant effects on the way in which projects can be launched and episodes can contribute to build a governance culture. The paper will develop these reflections starting from an evaluation of a project in which the author was involved that of the “Strategic Project” promoted in 2006 by the Province of Milan.

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MAKING CADASTRAL MODERNIZATION WORK. BUILDING A LAND MANAGEMENT BASED MUNICIPAL REFORM IN MEXICO

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The capacity of local governments to cope with the pressures of current urban needs in Mexico appears overpassed by the force of ongoing circumstances.

Usual explanations vary from the very traditional storyline of “the structural incapacity of municipalities to be financially responsible to meet their constitutional obligations” (Colmenares, 2006), to those who see’s it as a question of administrative modernization that can be overcome by a “technical fix” approach (Peters, 2005) with a strong emphasis on the acquisition of technology.

Based on the second rational, in 1992, the federal government launched a Program for Cadastral Modernization following the guidelines of the World Bank, aimed at improving the public order in the functioning of land markets and simultaneously expand the fiscal base for a better performance in urban management and development. The outcomes of such program, after 14 years of “modernization efforts” and investments, are extremely poor: today, less than 3% of the municipalities are capable of covering operating costs with their own sources of revenue. (SEDESOL, 2001)

A recent evaluation of cadastral performance developed by the Federal Government (Flores coord., 2006), displayed some of the reasons that support and reinforce the same conditions that the program intended to change.

Based on the evidence of 8 case studies -6 cadastre at the municipal level and 2 at the state (intermediate) level- we analyzed the aspects of: program design and implementation, federal policies for resources allocation, legal frameworks, operational networks (federal, state and municipalities), technological development (ICT), property information services for the general public, governance measures and citizen’s participation, revenue equity and performance, in addition to traditional indicators of sound cadastral and property tax performance.

Results show that good performances are clearly associated to higher degrees of municipal autonomy and that the very fundamental assumption that technology triggers positive changes in revenue collection and property control, does not hold. The willingness to improve (or not) local revenue belongs to another realm that derives from political practices and power distribution (network) among the three levels of government and the local groups.

More important, it is shown that the emphasis in technology acquisition and a “once and for all” modernization approach, has hindered the efforts of devolution of Cadastral management and property tax to municipalities and therefore their possibilities of building new capacities for land management and tax collection.

The study also identifies conditions and practices that have produced not only sounder cadastral performances but improved governance through positive networking with other areas of the municipal government and the community. From these, an alternative pathway to cadastral modernization, as the basis for reinforcing local capacities for land management and urban planning, is outlined.

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BUILDING SUSTAINABILITY THROUGH COLLABORATIVE PLANNING

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Community capacity building and citizen empowerment in decision making and planning processes has been widely considered in theory and practice. In the last decades two streams of thought have been developed broadly in the area of planning and development.

The first is "Sustainable Development" as described and developed by many scientists, politicians and organizations around the world from various perspectives like (Cuthill, 2002); Roseland (2005), Rainey, et al (2003). The second is "Collaborative Planning" as developed in the work of planning scholars such as Healey (1997) and Innes (1995).

Both focus on interactive relationships with key stakeholders of planning and development. Both stress the complexity and the interactions that take place at different levels and various types of human habitats. Also, both emphasize citizen participation and empowerment as key elements of planning and development processes and outcomes.

From a collaborative planning perspective the governance processes and discourses emerge, shape and legitimize development. On the other hand, sustainability approaches address a collection of criteria and principles mostly focusing on goals and desired outcomes of development.

The "Collaborative Sustainability" approach presented here is an attempt to make a linkage between these two streams of thought. The present paper will present a framework of thinking and acting with emphasis on

- understanding and analyzing sustainability issues with the people;
- building a shared system of meaning and values toward sustainability;
- developing a shared decision making framework; and
- building trust and consensus in the process of decision making within the community.

A conceptual framework will be developed to describe how to mobilize local people through building social, cultural, intellectual and political capital toward sustainable future.

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URBAN PLANNING AND PUBLIC-PRIVATE PARTNERSHIPS

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Quality of urban development is not the exclusive responsibility of the government. The private sector is also of central importance. Since the public and private domains are interwoven in complex ways, both parties share responsibility. Urban development is thus unthinkable without some kind of public-private partnership (PPP), whether it is in a joint development company or based only upon an initial agreement. The core question therefore is not if a local government should or should not engage in PPP but how to structure PPP in order to assure structural improvement of urban quality. For this we need to define 'urban quality' and analyze the concept of PPP from the perspective of quality assurance. In other words: we want to know how PPP-structures affect the planning process. We shall argue that the core question can therefore best be approached from an institutional perspective.

In the field of urban development three PPP types are fairly common: the Development Claim type, the Joint Venture and the Concession. In the Development Claim model, private project developers trade their land ownership for development rights in real estate, usually within the scope of the project. This type can be characterized as Public Governance Model. In the Joint Venture, public and private parties participate in a mutual development corporation on a 50/50 basis. Lastly, a Concession is a right, won in competition, to exploit a project as a whole: real estate, public space and infrastructure. In this type of PPP the public domain is governed by private parties within a public framework of objectives and conditions.

After analyzing these three types in The Netherlands we conclude that PPPs can improve urban quality by better structuring dialogue and negotiation, by periodic evaluation of the development process and market conditions and by stimulating competition to gain more value for money. However, on critical factors the models differ in the way they address sustainability values as well as efficiency and effectiveness.

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CAPACITY BUILDING ON THE GROUND: AN URBAN SCHOOL'S CHALLENGE TO DELIVER EXCELLENCE AND EQUITY ACROSS THE RACIAL/ETHNIC AND CLASS DIVIDE

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In the past decade, federal and state policies have shaped a school reform agenda of standards-based education, legislated with dual aims of excellence and equity, to both improve academic performance and level the playing field between low income, underperforming schools and wealthy, high achieving schools. Education standards and accountability systems have been externally mandated; student achievement is measured by high stakes, standardized tests; and schools are required to report math and reading literacy test scores annually, accounting for student performance by race, ethnicity and gender. To redress this long-

standing issue of inequity in the delivery of education, The No Child Left Behind Act (NCLB), along with states' individually crafted legislation have focused attention upon test score outcomes. Often this resource and achievement divide across class, race and ethnicity manifests in urban schools, rather than suburban schools which tend to have more homogeneous populations, higher property tax rates and access to greater social capital. Assessment measures in addition to test scores are critical to an accurate portrait of the institutional capacity of a school to deliver quality education. This paper undertakes a grounded research case study in an urban, multi-ethnic school located in a former textile-manufacturing city that has since lost its industrial base. Long a port of entry for immigrant groups, since 1980 immigrants from South and East Asia have settled in this urban community. My research seeks to better understand the challenges 'Poor Urban' high school confronts in the delivery of both excellence and equity in education to its 4,000 students in this standards policy environment. The paper draws from 65 open-ended interviews and 25 classroom observations to document the reform process and its impact on the institutional capacity of the Urban school. The paper develops a portrait of failures and potentials of institutional capacity building under this reform.

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COLLABORATIVE EXPERTISE: PLANNING CONTRADICTION OR PRACTICE MODEL FOR COLLABORATIVE GOVERNANCE

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Planners have relied on collaborative processes to foster creativity and overcome governmental gridlock. Drawing on theories of communicative action and the practice of dispute resolution, collaborative planning scholars have articulated normative and analytical frameworks for understanding collaborative processes and outcomes. Collaborative planners have engaged in dialogues with scholars in dispute resolution and deliberative democracy to redress concerns over the legitimacy, power relations, and effectiveness of consensus processes and to develop more coherent models of collaborative governance (Hajer and Wagenaar 2003; Program on Negotiation 2005). These dialogues link citizen participation with stakeholder collaboration, and seek to balance the need for knowledge with the desire to limit the influence of experts. They suggest joint fact finding, in which collaborators solicit expertise, compare alternative views and engage in informed debate (Ehrman and Stinson 1999).

While perfectly suited for dispute resolution or a one-off process like citizens issue forums, joint fact finding is inadequate for collaborative governance. While transforming stakeholder perspectives, the process leaves expertise unchanged. Experts are a resource within joint fact finding who catalyze collaborative decisionmaking as a delivery system for expertise. However, given the uncertainty and complexity of knowledge and practice in planning arenas, this relegation of expertise outside of the collaborative process may be problematic.

Within planning scholarship, a constructivist understanding is emerging in which expertise is situated and diverse. We draw on this body of work to analyze the U.S. Fire Learning Network (FLN), a collaborative governance initiative for ecological fire restoration in which a forum for expert collaboration was integrated into a multi-scaled and multi-sectoral collaborative structure. Utilizing interview data, field observations, and document analysis, we describe how experts collectively developed both contextual ecological knowledge and collaborative process capacities in the emerging field of ecological fire restoration. We note how an appropriate relationship between experts and stakeholders was fostered by linking collaborative practice models at multiple scales. This research promises to expand our understanding of how expertise can enhance rather than undermine collaborative governance by integrating the formation and application of expertise into collaborative processes.

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NEW URBANISM AND CONTESTED LATINO IMMIGRANT URBAN CENTERS

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New Urbanism is a development strategy increasingly utilized by cities to revitalize urban neighborhoods and downtown districts. New Urbanist planning, however, may not accommodate diversity and New Urbanist renovation may displace low income residents. There is a more immediate reason to study New Urbanist practice, and it is a growing pattern in the urban City of Santa Ana for the New Urbanism planning project to systematically move Latino and working class immigrant elements away from the city downtown center and commercial areas. Santa Ana is majority Latino (80%), immigrant (55%)—mainly from México, and has the highest percentage of Spanish speakers in the United States. The Nelson A. Rockefeller Institute of Government ranks Santa Ana first in "urban hardship" among the largest American cities based on unemployment, dependency, education, income, crowded housing, and poverty. This research agenda is quite pressing, if only to deeply understand these processes of ethnic and class transition in urban centers. We present preliminary research findings to the following questions: (1) To what extent do New Urbanism planning processes address ethnic, culture, and class needs for authentic development?; and (2) What may be the potential for community-created participatory processes in refining the notion of civic democracy and social justice in light of New Urbanism planning? We use a case study of the City of Santa Ana which is now in the process of implementing its New Urbanism project known as the Downtown Renaissance Specific Plan (DRSP). The data collection focuses on two levels: (1) an examination of the city sponsored public

participation processes and outcomes; (2) an analysis of stakeholder community organizing and planning to address the DRSP. The data collection was through four techniques, a resident and business survey, interviews, review of archival documents, and participant-observation. We present two preliminary findings: (1) the DRSP participatory planning processes inadequately accounted for an orientation that integrates redistribution and recognition and limited the potential for authentic development; (2) the search for civic democracy and social justice was a fretful and complex endeavor---the city's date to approve the plan was looming and there was stakeholder pressure to solidify the evolving and contested views of the DRSP's problems and potential and the grassroots and research strategies to address them. Lastly, we reflect on the challenges and prospects of merging city planning practice with civic democracy and social justice ideals in contested urban centers.

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STRATEGIC URBAN PROJECTS AS 'REFLECTIVE' MODES OF GOVERNANCE? CONTRASTING FRAMES IN CURRENT URBAN TRANSFORMATIONS IN BERLIN
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Large-scale urban projects are gaining a key strategic meaning in the discourse and practice of spatial development of major cities. Large development projects are often seen as sites where global and local trends meet in space, and as opportunities for local ambitions of competitiveness to be actively pursued by capturing mobile capital investments.

As a growing critical literature shows, however, large-scale urban projects very often do not live up to public expectations. More specifically, they often appear as endeavors that, while dominated by market priorities, place burdens and risks largely on the public. Besides failing to create integrated urban spaces and often even causing disruptive social effects and social conflict, the result often highlights a dramatic mismatch between public investments and collective returns. Accordingly, governance practices around large-scale urban projects are seen as quintessential instruments of a neo-liberal urban policy which sidelines public debate on development priorities and democratic decision-making procedures.

A critical approach, however, also requires recognizing the variety of modes of governance that are being applied in planning and implementing large-scale urban projects in dependence of specific contexts and arenas.

A particular challenge of large-scale urban projects concerns devising planning and governance approaches that are capable of effectively integrating public and private interests, in view of achieving legitimate collective goals, through complex processes extended over long timeframes. Responses to this challenge take the form of different strategic frames, expressing different approaches to steering

and coordination, and possibly bearing significant differences in substantial as well as procedural terms.

The hypothesis pursued in this paper is that the features of large-scale urban projects, in terms of democratic inputs, socio-economic goals, and quality of the urban environment, must to be understood as an evolutive outcome that is largely dependent on their capacity of integrative evolution and reflective adaptation, and that this capacity is largely dependent on the nature of the strategic frames adopted.

The paper proposes a discussion of modes of governance, focussing on their reflective features, based on evidence derived from case-study research on two current projects in Berlin.

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BLENDING MANY KNOWLEDGES FOR ROBUST PLANNING

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This paper makes the case that many types of knowledge do and should come into play in planning, including technical expert knowledge, local knowledge, scientific findings, anecdotes, experience and praxis. For these to be meaningful and relevant we contend they need to be processed and made sense of through dialogue that relates these types of knowledge to practice issues and problems. This paper draws on decades of our own research and practice as well as on the work of other researchers to explore the variety of types of knowledge that come into play and how these differ and how and under what and what their differences and contributions are in actual examples of public decision making. Our argument draws throughout from examples in a rich set of cases. We look at the various types and roles of knowledge in regional transportation planning, in California's Collaborative Regional Initiatives, in water planning and management, and in superfund cleanup among other topics. We will consider several key issues, including strengths and limits of scientific or expert knowledge as well as of local or lay knowledge. We will explore why scientists disagree among themselves and inquire into the challenges of blending expert and lay knowledge, given the different epistemological perspectives and the ways each threatens the others' identity. Finally we will describe methods used in practice to blend these forms of knowledge for planning, focusing particularly on the practices of joint fact finding. We argue that dialogue and joint fact finding enable planners to develop collaborative rationality in their practice.

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**[235]
ORGANISATIONAL CHANGE IN GROUNDWORK UK: A SEARCH FOR INCREASED EFFICIENCY OR GREATER LEGITIMACY?**

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The justification for organisational change as viewed from a rational perspective would be the search for improved efficiency and effectiveness consequently creating a stronger organisation (Ashworth, Boyne and Delbridge, 2007). Institutional theory, on the other hand, would suggest that organisations undergo change in order to seek legitimacy from important players in their environment (Di Maggio and Powell, 1983; Meyer and Rowan, 1977). Di Maggio and Powell (1983) further suggest that organizations conform to coercive, normative, and mimetic pressures from external actors to gain legitimacy.

Building upon the insights of institutional theory, the goal of this paper is to establish the extent and ways in which change in voluntary and community sector organisations may be shaped by external stakeholders (institutionalization). Principally this focuses on the impact of government, and changing government agendas, upon organisations within the sector. The paper further examines the extent to which institutionalization is impacting upon voluntary organisations and raises questions regarding their ability to retain their independence and validity in the face of institutional pressures to change.

Using Groundwork UK as a case study the paper investigates the processes and mechanisms of organisational change within a voluntary sector organisation. Through examination of Groundwork UK, the paper fills the research niche identified by Ashworth, Boyne and Delbridge (2007) who question the extent to which coercive, normative, and mimetic pressures can impact upon organisations operational within a federal system. The investigation is facilitated through documentary research and interview with key stakeholders in the organisation and in government (Department for Communities and Local Government and Government Office for the North West of England). The case study permits investigation of the extent to which institutionalization may impact upon not only the structure of an organisation but also an organisations strategy and culture.

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BYPASSED BY BROADBAND: COMMUNITY PARTICIPATION IN INFRASTRUCTURE PLANNING

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This paper explores the role of the local planning process in broadband infrastructure deployment in underserved areas. Given that such access is taken to be an essential to economic viability, more and more communities are engaged in both demand- and supply-side efforts at increasing their use of and infrastructure for high-speed Internet access (Graham and Marvin 1996; Castells 2000; Lehr, Osorio et al. 2005; Hackler 2006). I argue that the community participation can reveal pockets of demand for services while providing an institutional base to mobilize response in the wake of private sector reluctance.

This paper makes use of data generated through a statewide broadband planning initiative nearing completion in Kentucky. Through this initiative, 120 separate county-level planning projects are underway that involve the participation across a range of sectors: government, business, education, tourism, health care, agriculture, non-profit, and citizens. The overall goal of the projects is to assess and respond to lacunae in infrastructure supply while simultaneously seeding demand-side initiatives. Since the Kentucky initiative has made extensive use of geographical data on the deployment of infrastructure, it is possible to raise provisional observations regarding the success of such demand-side interventions in stimulating private investment in infrastructure and in generating alternative models of community investment in infrastructure. In this paper, I work with longitudinal, spatial data that track the progress of broadband deployment in Kentucky, analyzing these in tandem with a set of statewide survey data on broadband adoption, and US Census data on demographic factors. Controlling for the latter demographic factors as well as spatial autocorrelation, I demonstrate that the planning process is, indeed, correlated positively with and as an antecedent to subsequent infrastructure deployment.

In this sense, I argue, these community-based planning projects focused on broadband infrastructure offer an important role for the planning processes generally, noting that it can be relevant to the task of articulating both demand and potential institutional frameworks for mobilizing supply. Perhaps most interesting, this example suggests that the institutional hurdle is perhaps best overcome through the ad hoc involvement of local stakeholders and coalitions rather than through "top-down" or system-wide implementations.

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TOWARDS A NEW URBAN GOVERNANCE. OF GARBAGE; THE CONTESTED DOMAIN

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For years the debate of urban governance was bound within a conceptual binary i.e. public (the state) vs. private (the market). The void that this binary left open in city governance got filled by parallel forms of service provision i.e. informal economy. The urban solid waste in Mumbai is one such sector. Since mid 1980s the Municipal Corporation of Greater Mumbai (MCGM:1); bound by laws of 'no new labor recruitment' and operational costs cuts, contracted out waste collection and dumping to private operators. Simultaneously, Mumbai saw a parallel garbage management run by a complex chain of informal agents. From rag-pickers, society-sweepers, kabadiwallahs(2), waste-buyers, recyclers and merchants, these agents formed a strong networked system that engaged in collection and recycling of garbage in Mumbai.

In the 90s, the neo-liberal agenda of the state was followed with decentralization and devolution of governance in Mumbai. This shift saw the older binary framework reconceptualize itself into a new trilogy with community-based groups and NGOs (the private - public) emerging as dominant actors under the rhetoric of "civil society", "participation" and "empowerment".

In the context of such reconfigurations, the urban terrain of Mumbai has turned increasingly contested and conflict ridden. Actors with varied interests are increasingly forming newer coalitions to claim city space and its resources. This trend of coalitions has manifested itself into a newer form of urban governance. In the case of urban garbage, organizations; representing the rag pickers or communities, have began partnering with the Municipality, multinational companies and large garbage merchants. With the use of better infrastructure and foreign funding, these organizations are able to assert their local authority over neighborhood spaces, civic agencies and urban infrastructure. The Municipality through partnerships with Area Locality Management groups (ALMs:3) and NGOs has found a way out to transfer its own responsibility onto the public. These coalitions are the newer formal channels that bypass the older informal networks of garbage management by repeatedly excluding them from policy decisions and leaving them to exist precariously at margins.

With such a contention, the paper as a part of my Master's thesis aims to open up a planning inquiry into politics of urban governance. The paper in its first part maps out the complex informal networks of garbage management based on interviews with rag pickers, garbage recyclers, garbage merchants and kabadiwallahs to provide a comprehensive overview of the informal garbage economy. The second part examines the roles and strategies of the Mumbai Municipality, NGOs and ALMs through a series of interviews and case studies. Lastly, the third part interrogates this emerging trend to argue for an alternate planning strategy that posits the excluded informal sector as the primary agency.

Footnotes:

1. Municipal Corporation of Greater Mumbai (MCGM).
2. Kabadiwallah is a waste collector who collects only quality waste (such as bottles, books, newspaper) from housing societies.
3. Area Locality Managements are community based organizations formed under the purview of municipality. These are largely located in the upper middle class housing areas and were formed primarily to

perform the tasks of collections and segregation of waste at household level.

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GOOD GOVERNANCE IN EUROPEAN METROPOLITAN AREAS - BRIDGING THE GAB BETWEEN PLANNING ELITES AND CITIZENS OR CENTRES AND PERIPHERY?

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Economic globalization and transformation processes to service and knowledge economies seem to foster concentration processes of people and economic activities as well as of information, knowledge and innovation in metropolitan areas. At the same time these development trends lead to new challenges in urban agglomeration, e.g. social and ecological problems or an increase of conflicting interests. Although economic and societal activities are not restricted by administrative boundaries the organisational and management structures have to be adapted on the metropolitan level.

But on the European scale these processes are quite heterogeneous. On one side metropolitan areas differ from each other, because there are mono- and polycentric, wide-ranging and concentrated or growing and shrinking areas. On the other side the organisational structure is influenced by cultural differences, which can be analysed by a division into working, planning and societal culture or into different historically based cultural European mega-zones. Overlapping the differences between western and eastern Europe still have an impact on organisational questions.

In the paper the concept of good governance serves as guideline for the discussion of organisational and management structures of metropolitan areas. The concept is based on a multi-actor and multi-level approach with main emphasis on the cooperation of public stakeholders from different sectors and hierarchical levels and private stakeholders from the business sector and civic society.

The paper analyses requirements and criteria of good metropolitan governance, reflects the impact of differences in planning cultures on regional cooperation models, and discusses potentials and restrictions of good governance in European metropolitan areas. Specific value is put on two aspects: one is the question how the democratic quality of public participation and public engagement can be integrated into governance concepts on this abstract metropolitan level. The other aspect is inner-regional cohesion bridging the gap between the

centres and the periphery of met-ropolitan areas. This aspect refers to current political goals and the instrument of urban-rural-partnerships that recently have been integrated into European and German spatial planning poli-cies.

The paper presents results of current research activities in Germany and Europe the author is in-volved in dealing with the organisation of metropolitan areas, public participation on the regional level and with urban-rural-partnerships as instrument of regional management.

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CIVIC ASSOCIATIONS, LOCAL GOVERNANCE, AND CONFLICT PREVENTION IN INDONESIA

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This research aims to explore what types of democratic local governance structures contribute to preventing ethnic violence from a case in Indonesia. The theories of relationships between civic associations and peace, and those of self-autonomy and representative bureaucracy provide the theoretical framework for the research. In the theories of the relationships of civic associations and peace, Varshney argues for the role of inter-ethnic civic associations for prevention of violence. While, Fearon and Laitin's theory deals with in-group policing, in which peace and order are maintained by intra-ethnic associations. Due to differences in social structures, however, not all civic associations bring positive consequences in society. Self-governing mechanisms e.g. regional autonomy can be applied to resolve conflict; however, institutional arrangements do not always guarantee peace. The ethnic composition of bureaucracy and policy implementation also influence ethnic relationships. The role of government in conflict process and peace-building needs careful examination. To address the research question stated above, the research analyzes: (1) which type of associations, inter-ethnic or intra-ethnic, can prevent violence; (2) the relationship between informal/formal associations and conflict in rural/urban settings; (3) changes initiated through institutional change, decentralization and regional fragmentation (pemekaran); (4) effects of decentralization/pemekaran on peace-building; and (5) roles of the state in conflict prevention from the perspective of representative bureaucracy. This research is a multiple-case study with a process-tracing. This research compares a conflict-prone district, Greater Sambas and a peaceful district, Ketapang, in West Kalimantan, Indonesia. After conflict in 1999, Sambas was divided into three districts through pemekaran. A mixed research method consisting of in-depth open-ended interviews

and a household survey is used in this research. Approximately data of 150 interviews and 680 samples of the household survey have been analyzed. Preliminary analysis indicates that intra-ethnic associations are keys for both conflict and peace. With informal associations and historical factors, formalizing and balancing ethnic organizations are important for inter-ethnic peace. Local governments' attitudes and representative bureaucracy can affect peace and conflict. Regional fragmentation (pemekaran) can support development of civil society and peace-building, but in very distinct ways, depending on the existing conditions.

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GOVERNANCE FROM ABOVE AND BELOW: MIAMI'S RESPONSE TO FISCAL CRISIS

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This paper examines how fiscal crisis and the institutional change of a state appointed financial control board interact with local democratic participation and grassroots movements for government reform. The control board is an increasingly popular institution responding to local fiscal crisis, and over one hundred such boards since 1975 have overseen budgetary decisions of municipalities in fiscal emergency. The choice to supplant a locally elected government with an externally appointed one implies that the democratic process is inadequate. However, residents continue to voice their political concerns during board takeovers. I research the relationship between responses to crisis from above and below through a case study of Miami.

The interim city manager of Miami uncovered a \$68 million deficit in 1996 after a corruption scandal ousted the city manager, the finance manager, and a commissioner. In response, the local government and Governor declared Miami to be in financial emergency, and the Governor appointed a board to oversee the city's budget decisions through 2001. Two grassroots movements emerged during this control board period and shared a ballot to change Miami's governance structure. The Coalition for a New Miami, led by wealthy city residents and supported primarily by whites, unsuccessfully sought to dissolve Miami and join unincorporated Dade County. PULSE, a church-based African-American organization, successfully changed Miami's political structure from a weak to strong mayor and from at-large to district commissioner elections.

This study draws on interviews with members of the control board, state and local officials, and members of the grassroots movements, as well as state and local archives and newspapers. I also place Miami's experience in the context of residential response to control boards throughout the country. As state appointed fiscal oversight spreads beyond Rustbelt states, this research helps identify how residents nationwide can pursue their preferences within the changing institutions that govern their communities.

Note: I am a PhD student, and I expect the Miami case study to be a chapter in my dissertation. My advisor is Phil Thompson and his email address is jt71@mit.edu

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**[241]
PROCESS COACHING IN VILLAGE RENEWAL –
EXPERIENCES GATHERED IN A PILOT PROJECT IN
BURGENLAND (AUSTRIA)**

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Village renewal, as a dynamic process encompassing the renewal, preservation and further development of the "village as a living space", has developed into a strong grass roots movement in all Austrian federal provinces (Länder) since the beginning of the 1980s. The objective of village renewal is to improve people's living conditions in rural areas and ensure the future availability of the required natural resources.

The paper focuses on the experiences made with a new process model applied in the village renewal project implemented in a small village (Unterkohlstätten) in Burgenland, Austria's easternmost federal province.

This process model was first introduced in a "village renewal primer", the "Dorferneuerungsfibel", presented by the authors in June 2007. It proposes that the objectives of the Local Agenda 21 should be incorporated into the village renewal process, paying special attention to social aspects and the integration of the local population into the process. Its aims are to achieve process-oriented planning in village * renewal, involve a committed group of village representatives, mobilise the local population and encourage the participation of as many village inhabitants as possible, as well as to provide for project consulting and coaching in the cooperative drafting of a village renewal vision statement and the development of individual projects and measures.

In accordance with the "Dorferneuerungsfibel", project implementation is based on a four-stage process.

The four-stage model for the implementation of the LA 21 village renewal project in the Federal Province of Burgenland:

- * INFORMATION / PREPARATION STAGE
- * PROCESS STAGE / PREPARATION OF VISION STATEMENT
- * PLANNING AND PROJECT STAGE /
- * PREPARATION OF VILLAGE RENEWAL PLAN
- * IMPLEMENTATION STAGE /
- * PROJECT REALIZATION / DETAILED PLANS

The municipality of Unterkohlstätten was selected as "pilot village" for testing the new village renewal procedure in the Federal Province of Burgenland; therefore the entire process of drawing up the vision statement for the village renewal project is being documented, recorded and evaluated.

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GOVERNANCE STRUCTURES AND CAPACITY BUILDING
IN THE POST-KATRINA GULF COAST REGION**

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Significant scholarly attention has focused upon planning in New Orleans in the wake of Hurricanes Katrina and Rita. The Gulf coast of several Alabama and Mississippi communities have received comparatively less attention. We seek to narrow this gap. Contemporary students of planning and urban politics have grappled with how social disparities and economic inequalities frame and constrain the ability of racial minorities and low- and moderate-income citizens to build capacity that leads to greater access to high quality jobs, housing, public services, commercial areas and recreation. Racism and economic inequalities are often an important subtext if not always a central text of the literature (Catlin 1993, Downs 1994, Stone 1989, Thomas and Ritzdorf 1997, Levy 2003).

Fainstein and Fainstein (1996) remind planning theorists and others about the importance of grounding an analysis of planning in the political realities of place in order to reveal the political values and interests embodied in planning procedures as well as to determine which social groups benefit. Yet, in the aftermath of Hurricane Katrina, we find lacking an analysis of planning that is linked to the political ideology in existence along the Gulf Coast. Missing is an adequate understanding of how elites seek to use planning as a seemingly neutral, justificatory policy-instrument whose social blindness reinforces racial and economic disparities, as what might be observed in New Orleans. Also, missing is a grasp of how planning processes, allegedly enhancing capacity building and citizen participation in Mississippi and Alabama, might represent its own form of racial regime or racial order. Our use of the concepts of "racial regime" or "racial order" stems from the thinking of various theorists of race and racism (Bonilla-Silva 1999; Dawson 2001; Omi and Winant 1994). Most specifically King and Rogers (2005, 75) suggest racial orders or "racial institutional orders are ones in which political actors have adopted (and often adapted) racial concepts, commitments, and aims in order to help bind together their coalitions and structure governing institutions that express and serve the interests of their architects. As in any coalition, the members of a racial order support it out of varied motives."

The purpose of this paper is to consider how the governance structures of the Gulf Coast region influence the capacity of community-based organizations to advocate for public accountability regarding the unmet needs of the poor. The concerns about recovery programs and potential anti-poverty policy in three locales most affected by Hurricane Katrina—Alabama (South Mobile County), Louisiana (New Orleans), and Mississippi (East Biloxi)—serve as fundamentally useful exemplars for such a question. Through secondary data and some person-to-person interviews, the paper will present an analysis within the current realities of each respective state. The paper concludes by offering a discussion of the broader contributions racial regime theory makes towards furthering the

ability to assert equity and sustainable goals within planning practice and thought.

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THE BARCELONA MODEL REVISITED: THE FORUM URBAN DEVELOPMENT

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This paper analyses Barcelona's Forum project, a large-scale development of infrastructure, economic and cultural facilities and open spaces, in the context of the so-called Barcelona Model. This model was proclaimed to exist due to Barcelona's successful urban transformation policies of the Eighties and the beginning of the Nineties and has since attracted wide-ranging scholastic and political attention. Our empirical study of the Forum project shows, however, that the main basis of this model, namely the overlap between strategic interventions and needs felt locally, has recently come under severe pressure. Using a symbolic-cognitive and organizational focus, we show that Forum is not only a very telling story about the governance difficulties encountered in large-scale development projects at the turn of the century, but that it also invites Barcelona to think about ways in which to innovate its practices in a reconfigured relation between State - Market - Civil Society in order to retain its position as an enlightening example for others.

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STAKEHOLDER TRUST AND LEARNING IN REGIONAL WATERSHED PARTNERSHIPS

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This paper documents changes in stakeholder trust of government and stakeholder knowledge for regional watershed partnerships initiated by the City of Philadelphia's Water Department, Office of Watersheds (PWD). The aim of this study is to understand the influence of stakeholder participation in collaborative regional environmental partnerships on increasing trust and understanding. Since 1999, the PWD formed seven regional partnerships for its watersheds, which range in size from 21.5 square miles encompassing four municipalities to the Delaware River watershed, which encompasses an area of more than 13,539 square miles and 838 municipalities. Each watershed presents a host of management issues including, for example: physical, biological and chemical impacts; impaired source water quality; and combined sewer overflows. Research methods include a survey mailed to a sample of more than 100 partnership participants and follow-up interviews with key stakeholders to assess the degree of stakeholder trust at the onset of partnership formation and degree of stakeholder trust currently; stakeholder participation in partnership meetings and initiatives; changes in stakeholder knowledge regarding the watershed; and the correlation between trust, participation and learning in collaborative watershed planning and management. Preliminary results revealed that the PWD has had success in bridging the divide between city and region through building trusting relationships with several stakeholders who were initially distrustful of the PWD assuming that it would be pushing its agenda onto upstream municipalities. The findings of this study are relevant to academics studying the effectiveness of collaborative planning at mediating distrust and conflicts of interests and practitioners using partnerships to facilitate regional watershed management.

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**HETEROGENEITY AND COLLECTIVE ACTION:
EVIDENCE FROM MASSACHUSETTS**

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A group's willingness to tax itself is a strong measure of social capital, and social capital is in turn associated with good governance. But what determines a group's willingness to tax itself? I use 15 years of property tax referendum data from Massachusetts to answer this question. Specifically, I examine the idea that local homogeneity encourages collective action and participation, and thereby increases the provision of local government services. Using logistic regressions, I model the decision of local elected officials to put a referendum on the ballot, the decision of registered voters to go to the polls, and the decision of those who turn out to approve the referendum. I model these decisions as functions of the economic, social and land use composition of each community. The data set, which includes almost 13,000 referendum outcomes, provides a large local-level sample of directly declared preferences on specific, unbundled public services. Because Massachusetts' tax limitation law mandates that all tax increases above a certain point be subject to referendum, the data set also partially controls for a weakness in other studies of referenda—the fact that referendum decisions are almost inherently controversial. This research contributes to the literature on local diversity, local governance, and the political economy of local public finance. This research is drawn from a partially-completed doctoral dissertation. Dissertation Advisor: Donald Shoup (shoup@ucla.edu)

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**DESIGNING INSTITUTIONAL ARRANGEMENTS FOR
COMMUNITY GOVERNANCE: ANTIPODEAN
REFLECTIONS ON EXPERIENCES AND PERCEPTIONS OF
PARTICIPANTS IN COMMUNITY ENGAGEMENT
PROCESSES**

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Abstract: This paper will report research findings on recent policy initiatives to reinvent local government in New Zealand as a participatory democracy. The new Local Government Act (LGA) 2002 can be characterised as a devolved strategic collaborative planning mandate. The Act includes provisions to enable communities exercise a pivotal role through deliberative public engagement to steer policy making in the local government sector within a 'whole-of-government' setting.

But is the LGA really a catalyst for transforming local government in New Zealand, or is it merely business as usual for local authorities? In the highly political environment that is local government, is it

possible to make the most of the transformational social learning potential of the LGA, or will the forces of change be emasculated by capability and capacity constraints, political conservatism, and community and central government indifference? (Sullivan, 2004).

The paper is based on an empirical analysis of quality of community outcome processes to formulate community outcomes through processes of deliberative engagement. A deliberative engagement process model for identifying community outcomes is proposed as a synoptic framework to guide examination of participant perspective on processes for identifying community outcomes. Six criteria are proposed to evaluate quality of community outcome processes as a forum for community governance from a participatory perspective. The process model and criteria were developed drawing on recent international and New Zealand literatures (Fung & Wright 2003; Lovan, Murray & Shaffer, R. 2004; van Bueren, & ten Heuvelhof, 2005).

Researches findings indicate that interesting patterns are emerging that indicate what may develop are both a new local government paradigm and business as usual.

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**CITIZEN INVOLVEMENT IN DECISION-MAKING IN
DEVELOPING COUNTRIES— THE CASE OF IRAN**

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In recent years, citizen involvement plays an important and essential role in urban projects and planning processes. "Helping people to help themselves" has been widely accepted in urban planning literature. This approach is no more a fantastic idea and it is going to be popular in developing countries. Ministry of Housing and Urban Development in Iran approved a document called "Strategies for Enabling and Regularising Informal Settlements" to facilitate the process of citizen participation in these settlements.

This study will examine the possibility of citizen participation in informal settlements. Moreover, the conditions under which the citizens can be involved and level of citizen participation – considering Arnstein's ladder of participation – in which the dwellers can take part in planning process have been studied. The paper would also answer the question that Are they enough empowered to participate directly in decision making.

Using questionnaire, interview and field observation, this paper will try to achieve the above objectives. The interview has been done

with local experts and authorities (20 persons) in Fars province and the questionnaires have been answered by 200 dwellers and 15 councillors of Saadi Community in Shiraz.

We concluded that most of Saadi dwellers have no image of direct participation in decision-making. They understand the financial and labour aspects of participation and in somehow they know consultation, but they do not expect direct participation in decision-making. On the contrary, the community councillors are not only familiar with higher level of participation (involvement in decision-making), they believe that all of the failures of urban project are due to lack of real and effective participation of community dwellers in decision-making. Finally we proposed some recommendations to facilitate citizen participation process in informal settlements.

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Drawn from an approved dissertation proposal

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THE CLOSING OF THE CATHOLIC CHURCHES: THE SPRINGFIELD MASSACHUSETTS PLAN

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Over the past decade the Roman Catholic Church has been faced with the critical issue of consolidating its local churches and parishes. This has been due, at times, to the need to compensate the victims of abuse and falling church attendance. At other times it has been due to changing settlement patterns and demographic factors. In virtually all cases, the closing of these churches has caused distress among the parishioners.

Many archdioceses and dioceses have faced this issue. Through top down, business-like, highly rational approaches, they have bluntly moved to close churches with little or no local parishioner input. This approach has, at times, caused extreme protest. In the Fall of 2005, the Diocese of Springfield, Massachusetts, after noting the reactions to closings in other Catholic communities, determined that it would create a process that would provide both top down direction and bottom-up participation before it decided which churches and parishes it would close. This paper is an analysis of this process and the results to date.

The paper begins with a concise synopsis of the problems that Catholic Archdioceses and Dioceses have been facing over the past decade. The abuse scandals, falling church attendance, changing settlement patterns and demographic factors are highlighted. It then moves to a discussion of the concise processes that have been used to close those churches and parishes. From there it shifts to a detailed examination of the approach taken by the Diocese of Springfield, Massachusetts. This section highlights the role of the Bishop's Staff, the creation of a transparent process and the development of simple indicators that could be understood by all parishioners. Finally, it closes with a discussion of the results to date and the lessons learned.

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COMPLEX DECISION MAKING PROCESS OF INFRASTRUCTURE INVESTMENT IN INDONESIAN PUBLIC PRIVATE PARTNERSHIP ARRANGEMENTS

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This paper examines decision making processes and their complexity with multiactor involvement. We build the analysis in the context of Indonesian infrastructure development facing changing political and social environment. First we elaborate various theoretical perspectives and discuss the implications for the decision making process. Models are then used to analyse the decision making process of infrastructure investment. Case studies on four public private partnership toll road projects are selected to illustrate the complexity and variety of actors involved in decision making. We found that the models of decision making can explain the complexity of decision making process in the context of PPP schemes of infrastructure project in Indonesia. Decision making could be seen as a series of rounds where decisions are taken in various arenas as a series of interaction among multiple actors in network. The authors argue that the design of the PPP must be more sensitive to the real characteristics of the decision making process.

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A MULTI-LEVEL APPROACH TO AREA BASED POLICY. CHANGING ATTITUDES AND BEHAVIOUR IN URBAN DEPRIVED AREAS

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Policy makers, urban scientists and politicians often argue that deprived areas lack the capacity to intervene when a problem arises. As such, in order to find ways to improve neighbourly engagement,

social capital and social cohesion are on the policy and research agenda. Improving this capacity means changing attitudes and behaviour. However, from the field of psychology, we know that this transition is a long-term process, since people generally stay in the same social and economic environment. In other words, strengthening neighbourly social capital will not lead to the expected/desired change, rather to reinforcement of existing attitudes and behaviour. Therefore, the authors of this article propose a multi-level approach to urban regeneration of deprived areas. In this approach, the works of Niklas Luhmann (system theory), Robert Putnam (bonding and bridging social capital) and Pierre Bourdieu (cultural and social capital) are triangulated. This approach consists of three intertwined layers. The first layer is the individual level; self-development – cultural capital – is the most prominent feature. The second layer is the neighbourhood level. At this scale, neighbourly interaction – bonding social capital – is the most important characteristic. The third layer is the societal level; social relationships that go beyond the neighbourhood – bridging social capital – are the essential elements. The first layer is needed to learn 'how to socialize', the second layer is needed to improve the perceived and actual quality of life, and the third layer is needed to overcome processes of ghetto formation. In order to generate transition in attitudes and behaviour, Area Based Policy in urban deprived areas should simultaneously invest in all three levels. Furthermore, these investments should not depart from a top-down or bottom up perspective, rather from the way top-down and bottom-up 'meet' each other.

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BRIDGING THE TOWN

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The paper deals with the urban development of a small town to be relocated due to the extension of an iron ore mine underneath the urban structure. The local authority politicians have carried out a vision for a future sustainable model town. The shape of the new town will be physically long stretched because of the only available territory. A low energy public transport infrastructure is declared to be an important part of the sustainability vision and to reach all parts of the new town. In addition, a new travel mall is said to be located in close connection to the new town centre. These elements are aimed to provide convenient low emission transports as alternative to private car traffic.

The research questions addressed in the paper is, if a well planned public transport system will bridge the town in two meanings. On the one hand, if and how the actors involved in the planning processes can "bridge" their interests to find a cohesive view and develop institutional capacity for a new type of transport system? On the other hand, if a well functioning transportation system can bridge the physically long stretched urban structure?

The key empirical material is collected from an on-going single-case study of the small town Kiruna, in the very north of Sweden. The

approach of governance is interpreted in the perspective of communicative planning theories. The urban structure approach is interpreted in the perspective of sustainable urban planning and design. The results presented are expected to give new knowledge of value in planning practice as well as in planning education. The result will hopefully give a contribution to the planning theory discussion.

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PLANNERS, PLANNING, GOVERNANCE AND POWER: PLANNERS' PERCEPTIONS OF DECISION-MAKING PROCESSES IN THE SOUTH AFRICA INTERGOVERNMENTAL DIALOGICAL PLANNING MODEL

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For more than a decade an ambitious attempt at doing planning in the three spheres of government – national, provincial and local – within a constitutionally instituted macro-framework of 'cooperative governance' has been underway in South Africa. In terms of this framework it was envisaged that each of the three spheres would not only harmonise, coordinate and integrate their sector, strategic and spatial plans and budgets, but also do so with the other two. And, as the Constitution created a non-hierarchical dispensation in which these spheres were 'distinctive, interdependent and interrelated', these actions were to be undertaken as 'equals acting in pursuit of shared developmental goals'.

In order to give effect to this objective, government undertook three key sets of action: it (1) put in place an enabling legal and policy framework, (2) prepared numerous guidelines and regulations and (3) introduced a range of capacity building-initiatives in all of the country's nine provinces. However, despite all these positive endeavours, and the strong political mandate, intergovernmental, integrated development planning within the cooperative governance-model has remained a distant ideal.

Over the years this undesirable situation not only resulted in a growing disillusionment with the 'intergovernmental dialogical model of planning', but also led to many planners questioning its foundations and the way in which decisions are taken in intergovernmental planning processes.

While a significant body of work has been produced by both academics and consultants in which the lack of success with the model has been covered, these studies have tended to focus on the mechanics of the planning processes, chronicling events, situations, meetings and interactions between role players in these engagements. Very seldom have they focused on those involved in these processes, and more specifically from a planning perspective, how planners perceived the events, situations, meetings, etc., what they thought of

the dialogical processes and how they saw and felt about the way in which decisions were made. Nor have they probed the crucial issue of power, and more specifically planners' perceptions of (1) the power they had in the processes, (2) the role, place and power of information, science, knowledge, luck, family/clan/tribal/ethnic/'home' connections, institutions (both formal and informal) and super-natural forces, like their forefathers and other deities in the processes, and (3) the impact of each of these in determining the outcomes of these processes in the form of planning decisions.

This paper is based on research into the perceptions of planners on these topics in all three spheres of government as part of a broader research project into the state and prospects of the dialogical model of planning in South Africa. The research was structured within a theoretical framework based largely on the work of Jürgen Habermas, John Rawls and Richard Rorty on communication on the one hand and that of Michel Foucault and Bent Flyvbjerg on power on the other.

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DEVOLUTION IN THE UK: ISSUES OF COMMUNITY PLANNING AND IMPLICATIONS FOR "INSTITUTIONAL DE-CONGESTION?"

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Devolution in the UK has now been in place for its first decade. It was introduced in a differential manner with respect to the variances in executive, legislative and financial powers (see Allmendinger et al, 2005; Laffin, 2007). It created opportunities for the devolved administrations to devise more appropriate governance arrangements to address issues of economic and social concern (Knox and Carmichael, 2006; Williams et al, 2006; Goodwin et al, 2005). In addressing inherited institutional and policy fragmentation and deficits, this has contributed to what has been described as a 'congested state' (Sullivan and Skelcher, 2002), and attention has been paid to a number of initiatives which were intended to serve as a policy and institutional 'decongestant' (Cowell, 2004). This paper examines what has taken place as each devolved administration has attempted to develop its own agenda for change with respect to the introduction of 'community planning' (as a potential decongestant). It appears that whilst the agents and structures of relevance to community planning differ by devolved administration, in practice there has been a general lack of 'decongesting' to date. This is due to a number of (similar) barriers across the devolved territories that have

arisen in relation to such approaches securing greater horizontal and vertical effectiveness in the local delivery and governance of public policy. It is suggested that more formalised arrangements may therefore be required to support the development of a stronger and broader strategic framework for community planning – and its role as a decongestant therein.

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WHO IS GOVERNING NEIGHBOURHOODS?

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In the US, neighbourhood governance is often instigated or supported in low-income neighbourhoods by city government, national and local intermediaries and philanthropic foundations. This research assesses the rationales behind its establishment, particularly from the perspective of its "sponsors". An assessment is made of the extent to which these strategies are of devolution, empowerment, control or containment, where deprived communities are treated separately from the mainstream, contributing to the notion of "twin track" cities.

A literature review of academic and policy literatures enables identification of the principle rationales for neighbourhood governance. The fieldwork comprised elite interviews with key policymakers and practitioners at the national level; and a detailed city case study of Baltimore, Maryland. This entailed an assessment of the networks and context within which neighbourhood governance is established and operates, and detailed investigations of the structures and practices of two neighbourhood governance structures. These used a form of "revealed preference" to consider the rationale for the neighbourhood governance structures, assessing their form, functions and informal practices.

Early findings indicate that the sponsors of neighbourhood governance emphasise the competence of communities to improve service provision in light of neighbourhood needs and priorities, and the capacity of communities to help themselves. Sponsors may have aspirations for improved democracy, to increase a neighbourhood's decision-making powers, but such initiatives are subject to the

sponsor seeking to realise its priorities by “steering” the structure’s processes and the outcomes that are sought.

Neighbourhood governance structures are embedded in a broader regime that comprises a mix of public, private and non-profit institutions operating at multi-neighbourhood, city-wide and higher levels. The vertical relationships of such structures up to this higher level of governance are at least as important to their functioning as their relationships back to citizens. The relative strength of structures is largely a function of the position their sponsors hold in this broader network, which can be said to govern neighbourhood space. The extent to which structures are integrated into this network, and that the network is embedded in broader processes, affects the extent to which such approaches are indicative of a palliative measure or strategy of containment for deprived neighbourhoods.

Neighbourhood governance has been a feature of urban policy and academic discourse in the US and UK since the 1960s. With federal retrenchment, increasing privatisation and the rise of neo-liberalism, the neighbourhood has been revalorised as a site of identity and action. But there has been a lack of critical analysis of the motivations lying behind the use of neighbourhood governance, with the cited rationales often drawing upon normative conceptions rather than rigorous and systematic research. This research aids in improving understanding of contemporary sub-local governance, and is timely given the increased use of initiative governance at the neighbourhood level, and the need for a greater understanding of its role in relation to state and market forces.

This work draws on the US fieldwork component of the research for my doctoral dissertation, conducted while a Research Scholar at the John W. Kluge Center at the Library of Congress from October 2007 until February 2008. The doctoral research (dissertation to be submitted in September 2009) is an international comparative investigation of the rationales behind neighbourhood governance in the UK and US.

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CO-MANAGEMENT OF INDIGENOUS PLACES: SUSTAINED GOVERNANCE IN CONTEXT

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Co-management practice is now advocated to engage indigenous knowledge and local communities in landscape protection and to manage conflict among stakeholders and national interests (Olsson, 2004 #354). Co-management describes a partnership in which local or indigenous communities share authority with the State (Renard 2003). The adaptive co-management paradigm promoted by the International Conservation Union is consistent with Healey’s collaborative spatial planning theory (1997 & 1999) - regional landscapes should be managed through flexible networks of governmental and customary institutions that allow for mutual learning. Over time one would expect co-management partners to be pleased and to implement plans through the respective institutions. Critics (Fainstein 2000; Huxley and Yiftachel 2000) fault collaborative planning for glossing over historical and cultural contexts and issues of power. Likewise, political economists fault co-management for ignoring power differences and the form of indigenous governance, and for neglecting the accountability and legitimacy of participants (Agrawal and Gibson 1999; 2001; Wilshusen 2002). Under what conditions are co-management plans (a governance form of collaborative planning) implemented by indigenous communities and state agencies with jurisdiction over a landscape? Specifically, how do indigenous and agency participants sustain accountability to both the partnership and to their represented institutions? Case studies allow for analysis of context.

Pueblo de Cochiti, a federally recognized American Indian Tribe in New Mexico, signed a co-management agreement with the U.S. Bureau of Land Management for a national monument designated in 2002 that borders tribal land and includes tribal sacred sites. The tribal council dramatically reversed its long-standing opposition to visitors and federal land management while the BLM also changed its approach, as parties described during a 2003 national conference on Indian sacred sites. Based on observations, interviews, and work experience, we argue that co-management is sustained not because the parties share the same values or goals, but because they have clear and distinct authorities and need the other party to affect land use decisions. In addition, BLM works with the tribal council, rather than expecting a representative to make decisions. This case is briefly compared with extensive research on a Philippine collaborative planning/co-management case of overlapping and ambiguous rights where participants adopted common plans, while represented institutions competed for resources rather than implement the plan. Conflict theory suggests that collaborative planning could focus less on reaching consensus on values and plans, and more on why those with different values choose to sustain joint actions (Forester 1999). The cases build collaborative spatial planning theory by suggesting that clear rights and accountability matter. As stated by Healey (2006), “The practice of designing collaborative governance must develop a critical sensitivity to circumstances in which such a mode of governance would likely result in just, legitimate, and practical policies” (2006, p. 337).

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TRANSFORMING URBAN PLANNING & GOVERNANCE IN CONTESTED SPACE: THE INTERSECTION BETWEEN REGENERATION & RECONCILIATION IN BELFAST

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In a post-conflict environment, the transformation of Belfast faces significant challenges. As the city addresses regeneration, it also struggles to deal with the legacy of the 'Troubles', which has left a highly polarised and divided society. As a 'contested city', in terms of both pluralism (differential power disputes) and sovereignty (the legitimacy of the state), there are challenges for planning and governance. Accordingly, this paper focuses on the relationship of planning and governance in assisting reconciliation in the 'post-conflict' city.

The emergence of cities as sites of 'urbicide' is the subject of a growing body of work in sociology, anthropology, geography, planning and politics. While the focus of the paper is on ethno-nationalist disputes relevant to cities like Belfast and Jerusalem, it recognises that similar political and cultural discourses are occurring in England and Europe — and globally — around multiculturalism, social cohesion and racial/ethnic difference. In this context, cities are grappling with difference and co-existence. In essence, this is why governance, collaborative leadership and urban policy are unique and crucial peace-building resources. Therefore, the achievement of peaceful co-existence and shared space makes it imperative for governance in general, and planning in particular, to move from reactive to proactive approaches.

The extent to which urban planning has entrenched itself within the straitjacket of physical and regulatory land-use planning and related technocratic rational-comprehensive approaches, inhibits its creative response to the spatial outcomes of diversity and difference. The contention is that an improved integration of planning and governance is imperative for a proactive approach to building shared space in a contested city, since current paradigms of planning and governance are flawed when dealing with divisions around territory and identity. The paper argues that without such a paradigm shift, planning is as likely to accentuate as to ameliorate the socio-spatial divisions in contested space.

The research has been carried out using a participatory action-research methodology, including 40 in-depth, qualitative interviews, thematic policy fora and questionnaire surveys. The paper will assess whether urban planning accentuates or ameliorates the divisions and explores the potential for twinning regeneration with reconciliation, to provide an innovative approach to spatial planning and conflict resolution particular to Northern Ireland. However, it also locates this model within a comparative international perspective to make its transferability feasible for contested cities elsewhere.

As a PhD Candidate, this paper will be drawn from an almost completed dissertation.

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ROUNDTABLE - TECHNOLOGIES AND THE TRANSFORMATION OF PLANNING PRACTICE: ASSESSING GAINS/LOSSES AND CHARTING NEXT STEPS
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In the United States, professional planning practice, as conventionally understood, is a set of tools, methods, and processes designed to guide future action. Public involvement in planning decisions was limited to the power elite during the first half of the 20th century, although the generally reform-minded planners of this era believed that they were acting in the public's interest. Participatory and advocacy planning, initially defined by the social movements of the 1960s have evolved considerably during the last 40 years. These movements have by and large benefited from the use of geo-spatial technologies.

Grassroots groups now use computer-mediated communication as part of their organizing arsenal to challenge "official" planning decisions and policies, often generating new data and information (essentially creating new forms of evidence) to support their arguments. There is some support that the use of computer-mediated communication facilitates public participation and citizen activism at the neighborhood scale. Another tangible benefit of digital connectivity and access to geo-spatial technologies is associated with social learning. Community advocates often speak of the ability to "jump scale", as one of the benefits of using GIS to address the needs of marginalized communities. By allowing end users to explore issues at different spatial and temporal scales, end users are likely to be freed from the limits of their particular marginalized positions. It is also argued that by changing the units of analysis, new understandings and new alliances could be established and brought to bear in the problem solving process.

In 2008, even naïve users can explore a highly context-sensitive, communicative visualization that can provide multimedia experiences

in real time. If access to information can be equated to empowerment, then, “netizens” have multiple opportunities to access information that reflects different perspectives and viewpoints. Individuals can take advantage of 3D interactive visualization tools such as Google Earth™ to add data and information about particular issues without having access to complex GI technologies or software. This confirms and documents another benefit emphasized by PPGIS advocates — that the technologies allow end users to participate in the production of knowledge, rather than remaining passive consumers of knowledge.

In this context, speakers in this roundtable will reflect on the changing nature of planning practice in the United States to support or challenge the claim that the use of geo-spatial technologies when coupled with credible participatory processes have indeed helped make the day-to-day planning practice more efficient, inclusive, transparent, and accountable. It is anticipated that the individual presentations and the discussion that follows can generate a series of grand challenges that both technology enthusiasts and community advocates alike must deal with, together, in order to achieve the goals of creating a more just and equitable society.

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MAKING THE VISION CONCRETE: IMPLEMENTATION OF DOWNTOWN REDEVELOPMENT PLANS

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Over the last twenty-five years, collaboration has emerged as an important planning tool on the regional, city, and neighborhood level. This approach uses community discourse to resolve differences between stakeholders and construct future goals with broad support. Despite its popularity, there has been little research on the effectiveness of collaborative planning in translating these goals into reality. The planning literature has tended to stress the importance of the process rather than outcomes and work on implementation has focused almost exclusively on federal and state policy-making.

Planners would benefit from a deeper understanding of plan implementation. The failure to carry out plans has a number of consequences, including the high cost of the planning process with few benefits, the lost opportunity to improve the community, and diminished credibility for future planning efforts. Ultimately,

research that examines plan implementation can identify actions that can increase the likelihood of generating tangible outcomes.

This research proposes the Community Ownership model as a method of examining the relationship between the planning process and plan implementation, specifically with regard to downtown revitalization plans. The model contains four types of implementation processes based on the level of collaboration during the planning process and the distribution of responsibility for implementation. These types (the independent variable) influence whether implementation efforts are initiated and sustained over time (the dependent variable) with the social, economic, and policy context acting as a moderating variable.

This study employs a quasi-experimental, multiple case study research design that uses archival, survey, and interview data. The eight case studies are drawn from California downtown revitalization plans developed between 1998 and 2003. The measures used in the study are based on relevant literature. Collaboration in the process is determined by adapting a framework developed by Burns and Taylor (2000). Burns and Taylor used checklists, scales, and baseline mapping to audit different aspects of the community participation process. The distribution of responsibility for implementation was assessed by examining the plan's recommended actions along with interview and archival data. In order to determine whether the program was implemented, this study used the program monitoring approach suggested by Lin's Reform in the Making, which focuses on the steps that the city government or other relevant organization has taken to carry out the plan.

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PARTICIPATIVE GOVERNANCE: CAPACITY BUILDING THROUGH PLURALISTIC POLICY MAKING PROCESSES

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The new generation of urban (and indeed, spatial) development policies poses new questions and challenges. Indeed, it is often overlooked that one is facing not only the reshaping of the policy agenda, bringing new issues to the forefront of public policy attention, but also a significant reconfiguration of policy making routines. One of the most prominent dimensions of the new approaches to policy planning is its pluralistic character. In other words, in the face of growing globalisation processes, the local level (re)gains relevance, in terms of its ability to constitute a “viable basis for social mobilisation” (Cooke, 1989) in an attempt to effectively

influence global forces which play an increasing role in shaping the future of localities. Mobilising different interests and agents of change, providing coherent and focussed strategies and stimulating policy-based action programmes are now recognised as fundamental ingredients for enhancing the capacity of local and regional communities to attempt to influence their own development trajectories in contemporary society. One of the biggest challenges of this new approach to policy planning is bringing together different people and organisations, with different agendas and views of the world, with compartmentalised operational behaviour and, often, with historically rooted resentment and/or mistrust with each other. Spatial strategic planning provides policy makers with valuable tools which may be extremely useful in overcoming the barriers that such approach will inevitably have to deal with. This paper is an experience-based presentation, largely focussed on the lessons learned through the actual preparation of strategic spatial plans for some Portuguese municipalities with scarce experience of pluralistic policy making processes. It will start with a detailed explanation and a critical analysis of the achievements (as well as the under-achievements) of a theory-led and purposefully designed methodology. Secondly, it will address the rather well known concern with the “implementation gap”, exploring some causes and/or difficulties which may be related with the proposed methodology. Finally, the paper will also discuss, although under a more speculative stance, the challenge of embedding and sustaining over time the new policy making routines and, thus, develop the urban actors’ capacities.

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IS MAFIA A PLANNING ISSUE?

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The paper proposes some critical and propositional reflections on the concept of Governance, drawing from the action-research experiences carried out by the LabPEAT (Laboratory for Ecological and Environmental Design of the Territory, University of Catania) in the territory of Eastern Sicily (Italy).

The first part of the paper reconstructs some peculiar features of the Sicilian context, which is characterized by a historical detachment between the idea of Modern State, around which local institutions have been nominally modeled, and the local context (i. e. Sicilian identity and culture; Mafia territorial hegemony).

The emerging debate on Governance in Sicily has been originated by the increasing awareness that the traditional Government has failed in guarantying social and environmental justice, mainly due to the key role played by Mafia within institutions and society. However, after ten years of experimentations, it seems that the [supposed] involvement in the public decision-making processes of local subjects (enterprises, associations, etc.) is not having positive effects. In the

Catania context, for instance, it is widening possibilities of managing and controlling by Mafia systems of power.

It is plausible to say that collective Governance cannot be considered as an unquestionable way of facing, in Sicily, the crisis of representative Democracy; on the contrary, in a place where, since the origins of the National State, Democracy has always been an unaccomplished ideal, what is commonly interpreted as a new crisis isn't new at all. Moreover, on the basis of our experience, we do not think that Governance in Sicily is flexible enough to be able to deal with the new issues planning faces today; nevertheless, we do think that Mafia is so flexible to adapt itself to the new surrounding conditions (Lupo 1996, Flyvbjerg 1998). In other words, Mafia evolves together with planning theories and practices, taking often advantage (from inside and outside institutions) of the collaborative atmosphere. What is constant, instead, is the tendency of planners, as well as by the planning theories, to consider the issue of illegality – in our context, the systematic and generalized habit of breaking laws, plans, rules and ties – something that is not included among their own responsibilities.

The second part of the paper is dedicated to the action-research experiences carried out in Catania by the LabPEAT, in which we try to overturn this assumption, aiming at formulating and implementing new work hypotheses able to counteract Mafia hegemony over the territory. The forms and goals of action come from a “disciplinary” re-dressing of all the practices through which Mafia has been historically fought in Sicily, that are practices of resistance in order to weak the power of Mafia, both stopping the clearly anti-democratic plans and promoting the culture of legality (Dolci 1974). These practices are most of all inspired by the ideal of Libertarian Democracy (Freire 1972), taking planning toward a new sense of local action: an action aimed at starting processes of reconstruction of the Sicilian identity and of deuteron-learning around the meaning and value of the norm.

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COMMUNIVERCITY SAN JOSÉ: A PARTNERSHIP FOR SERVICE, LEARNING AND EMPOWERMENT

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This paper documents the successes, challenges and lessons learned from CommUniverCity San José, a unique partnership between a neighborhood near the campus (community), San José State (university), and the City of San José (city). CommUniverCity San José invests collective resources, knowledge, and expertise on neighborhood priorities identified by residents. CommUniverCity San José seeks to empower residents and build social capital while addressing three key interconnected aspects of the quality of life: health, education, and the physical environment of the neighborhood.

CommUniverCity has established a solid track record during its first two and a half years of operations. To date, CommUniverCity San José has engaged 1,782 students in 27,186 hours of service working with 4,766 neighborhood residents. These projects have brought

together students, faculty, city staff, and neighborhood residents to work on projects such as community-based participatory neighborhood planning, renewable energy, disaster preparedness, domestic violence prevention, voter registration, fostering a college-going culture, neighborhood clean-ups, and health screenings among many others.

The time is ripe to carefully examine how CommUniverCity is doing in achieving what it set out to do. Data from the following sources will inform the evaluation of CommUniverCity's impact on community building efforts:

- The "Social Capital Tracker," which provides a detailed account of participation in all community events organized by residents, CommUniverCity, the city of San José, and community-based organizations.
- An annual door-to-door community survey focusing on perceptions of safety, community involvement, and pride.
- The "Social Capital Survey," a telephone survey administered to a random sample of households in the CommUniverCity area and in a control neighborhood in East San José.
- An ethnographic study of resident's perspectives on what it takes to have a "good life."

A multi-layered evaluation of these data sources will be documented as lessons learned, examining key aspects of the partnership in reference to principles of community building. The conclusions drawn from this study will build on the growing interest in the role of community-based research in planning education and practice, as well as the role of higher education in fostering collaborative approaches to community development.

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PRIVATELY GOVERNED NEIGHBOURHOODS: THE TWO FACES OF THE SAME COIN

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The changing role of urban governance and the emergence of new forms of private management of urban spaces have been a recurrent theme of discussion in urban planning. This paper will focus on particular types of private neighbourhoods, such as gated communities (GCs) and closed condominiums (CCs), as new local

territorial organizations. In traditional neighbourhoods, the open spaces and the common facilities and services are owned and governed by local authorities. In new forms of private neighbourhoods these same spaces and facilities are self-governed by a private and collective level of management. In this respect, some authors (see for example: Foldvary, 1994; Webster & Lai, 2003) argue that the corresponding competencies, transferred from the public to the private sector, can lead to more efficient forms of governance. Others (see for example: Davis, 1998; MacKenzie, 2003) point out, on the contrary, the associated threat of reinforcing social divides and spatial unbalances and of losing the true meaning of the public realm.

The purpose of this paper is to analyze how the local authorities and the public sector in general have been responding to this new management system associated with the phenomenon of GCs and CCs, comparing the international context with the Portuguese case. Our methodology was based on a questionnaire addressed to experts, mostly academics and researchers, working on this subject around the world. As such this questionnaire can not only collect relevant information but also informed and critical views on this issue. In addition to a general characterization of the phenomenon of gated communities worldwide, the questionnaire focused on some specific topics regarding: the adequacy of national and/or regional planning systems in dealing with these private residential developments, the effectiveness of local planning regulations in GCs and CCs development control, and the attitudes of local planning authorities when faced with these types of planning applications.

We conclude that, in rather different country contexts, local authorities seem to adopt a similar standpoint, throwing a certain stigma on these private developments but, at the same time, accepting and approving these developments. There is an obvious need to understand and develop a deeper awareness of the two faces of this same coin attached to GCs and CCs, i.e. the overall strengths and weaknesses associated with this increasingly popular style of development and related governance model.

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ROUNDTABLE - THE LIMITS TO NONPROFIT RADICALISM AND ADVOCACY PLANNING: A CROSS NATIONAL PERSPECTIVE

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The involvement of nonprofit organizations (NPOs) have grown beyond service delivery to include such issues as fostering good governance, building civil society, nurturing democracy, advocating

citizen participation, and providing sources of resistance from below. Yet such organizations face several constraints in playing such roles. This roundtable brings together a group of scholars who will discuss these constraints from a critical perspective, using case studies from the North and South. In particular the panelists will address the following questions:

1. What factors promote NPO radicalism/advocacy or deter it? (e.g. local and national state-NPO relationships, donor-NPO relationships, local and national associational culture, institutional history and human agency).
2. How do current neoliberal governance regimes and their promotion of partnerships compromise NPO radicalism and advocacy?
3. Do NPOs become politically constrained as they become larger and try to achieve some sort of organizational stability?

Drawing from a recent book, "Democratizing Cleveland: The Rise and Fall of Community Organizing in Cleveland, Ohio, 1975-1985", by Randy Cunningham (2007), W. Dennis Keating of Cleveland State will talk about the transition from Alinsky-style protest organizing in the city's neighborhoods to today's 48 community development corporations (CDCs) which do little community organizing.

Claudia B. Isaac will discuss the case of a now-defunct Enterprise and McCune Foundation supported effort in Albuquerque, the Albuquerque Civic Trust. The Trust was an experiment in providing permanently affordable and culturally relevant housing in the face of gentrification brought about by current changes in downtown land markets. Trust organizers sought to facilitate communication between two distinct camps in local downtown redevelopment debates, and recruited a large community-based board, with wide representation. The experiment failed, in large part because of a failure to forge a consensus progressive vision of housing and development in the area, and major differences of opinion within the board about tactics and strategies to counter gentrification.

Mallika Bose of Pennsylvania State University explores possible reasons for the absence of well functioning community based organizations in public housing communities in Harrisburg, PA. Some questions explored include: what are the contextual characteristics that enable sustained community activism in some communities and not in others; what institutional structures can help promote grass roots capacity building in under-served communities in the United States?

JoAnn Carmin of MIT will address the problems and prospects of nongovernmental organizations (NGOs) and environmental governance in the new member states of European Union in Central and Eastern Europe. She will also discuss the issue of NGO legitimacy and accountability, looking at how this varies in response to the political and economic regime in power and drawing conclusions for the role of these organizations in society.

Vinit Mukhija of UCLA will talk about how the current emphasis on large scale redevelopment in Dharavi, Mumbai -- Asia's largest informal settlement-- seems to be working in contradiction to the NGO - SPARC's efforts at more small-scale, beneficiary-managed redevelopment. The discussion will raise a number of questions of how NGOs willing to be more market-oriented in their development approaches can be swept into irrelevance by the more efficient and ruthless market actors, and what are the implications of this for NGOs.

Siddhartha Sen of Morgan State will discuss the case of a defunct NGO, Unnanyan, Kolkata. The case study will point out how institutional history and human agency led to the NGO's radical stance in housing and community development. It will also point out how the demise of the NGO was brought about by local-state NGO relationship, local associational culture, donor-NGO relationship, and organizational conflict.

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FROM LAND USE TO SPATIAL PLANNING : REFLECTIONS ON THE FIRST FOUR YEARS OF PLANNING REFORM IN ENGLAND

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The 2004 Planning and Compulsory Purchase Act was intended to re-invigorate planning as a positive co-ordinating activity central to the making of locally distinctive sustainable communities. The reforms changed the focus of planning away from what had become a narrowly defined, essentially negative and regulatory land use approach to one which envisaged planning and planners as the co-ordinator and orchestrator of place making. In addition the reforms placed great emphasis on a robust planning methodology, which was

evidenced based and inclusive. The terminology of spatial planning and the use of development managers, instead of development control officers, bear testimony to the more positive expectations of planning. The spatial planning approach changes the governance arrangements in places and require all stakeholders engaged in the planning process to change the way they behave (Morphet et al 2007). Three years on the delivery from the new system of plan making, which was expected to be rapid, has been disappointing (Wood, 2008). Further reforms are now imminent which, whilst holding true to the aspirations of the 2004 reforms, now arguably place more explicit emphasis on delivering outcomes. Drawing on the evidence of a three year research project exploring the way that local planning authorities have engaged with this new system this paper seeks to explore the extent to which the culture turn (Shaw and Lord 2007) has occurred in practice. Using specific case studies we explore the extent to which planners and plans are reaching out beyond a narrow focus on land use to a broader role in terms co-ordinating the actions of a multiplicity of different stakeholders in terms of both shaping the agenda for a place and ensuring an effective co-ordinated strategy for implementation.

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ACCESS DENIED: URBAN HIGHWAYS AND POLITICAL IMPASSE IN SANTIAGO, CHILE

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The Chilean state's entrepreneurial approach to public works planning has endowed the country and its cities with state-of-the-art infrastructure in a short period of time. It has also provided Chileans an opportunity to hone practices of insurgent citizenship, acts of counterpolitics that destabilize the present socio-political order (Holston 2008). In Chile, anti-highway protests have emerged as one of several forms of popular protest that are putting to test the political elite's carefully guarded process of democratization and challenging their vision of the modern Chilean city. This paper presents the findings of a case study on the "Southern Access to Santiago" highway project. By means of blockades and protracted negotiations, a loose coalition of low-income residents in Santiago's southern periphery have effectively denied the "Southern Access" highway from entering the capital, at least through their property. This denial of a state project by the poor is the outcome of another act of denial, the state's original rebuff of citizen consultation and socio-economic considerations in the planning and implementation of the infrastructure concessions system. In this case study I analyze this relationship of denials and I present two lessons that speak to current debates about urban citizenship, democracy, and the role planning plays in mediating the relationship between the two. First, public support of entrepreneurial planning does not mean support for an entrepreneurial city, or any sense that there is a single vision for the city at all. Second, the public interest cannot be taken for granted in large state infrastructure planning projects, but must be explicitly negotiated across a differentiated urban landscape. As the state expands its capacity to plan, it must also expand its capacity to negotiate the social contracts embedded in each step and site of the planning process. In Chile, the strength of the state and the national

economy has not just generated wealth and a global Santiago. It has pushed urban planning into the frontlines of the country's storied process of democratization, de-democratization, and development.

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FROM EMERGENCY RECOVERY TO COMMUNITY DRIVEN DEVELOPMENT: URBAN DEVELOPMENT SUHAREKA / KOSOVA

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The aim of this paper is to show how the process of urban development planning can contribute in linking post conflict rehabilitation and development cooperation. As a case study the process of the elaboration of the Municipality Development Plan and Urban Development Plan of the municipality Suhareka in Kosova will be highlighted. This process includes a multiplicity of institution- and capacity building measures and aims at the strengthening of the self-help potential of the municipality and the empowerment of the local community.

After the war in 1999 the local government of the municipality Suhareka had to concentrate mainly on catastrophe management. The massive new building and reconstruction was driven by individual interests and lacked any urban planning order. Site selection and building development for public purpose have been influenced very much by donor organisations whereas aims and principles of urban planning played an inferior role.

In this phase of post-conflict reconstruction the municipality realised the necessity of the preparation of a long-term urban development programme, however a clear vision what it should include and achieve for the future was missing. Furthermore in this period no legal basis for community development planning and no legally bounding planning instruments existed.

On the initiative of the municipality an urban development project based on a broad participatory approach was formulated together with Kosovar planners and international experts. In addition to the elaboration of the plan the project pursues the following three main targets:

- Support of planning- and decision making structures in the planning process (Institution building)
- Support of the planning department as basis for coordinated development (Capacity building)
- Further education in the context of urban development planning (Training, Human Resources Management)

The main purpose of the project is to enable the municipality of Suhareka to handle the ongoing development planning processes self-dependent by building community ownership and strengthening local institutional capacity.

The paper will point out the essentiality of the orientation of emergency aid on the principles of participation and the promotion of self-help especially in terms of a multilevel continuum between short-term disaster management and long-term development cooperation. Furthermore the value of demand driven approaches in crisis situations will be presented.

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WARPED AND PLURALIZED PLANNING: THE SPIRIT AND PURPOSE OF PLANNING IN COMPLEX TIMES

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Over the last two decades at least, local government functions have diversified from direct service provision to a much broader range of activities involving regulation, leadership and enabling. Governments globally have promoted an agenda of state infrastructure revitalisation, decentralisation and local responsiveness, cooperation and partnership with civil society, together with social responsibility. The planning reforms in the UK, introduced within the Planning and Compulsory Purchase Act 2004 and the Planning Reform Bill, are set within this wider context. UK Planning has changed beyond all recognition and is now charged with coordinating the spatial aspects of a range of policy agendas being brought to bear at the local and regional levels, and to provide a mediation forum for various interests that is responsive and flexible to changing conditions. As such, the reformed planning system under New Labour reflects both continuities with and radical departures from the past. It suggests that planning can no longer be understood as a single entity but as turbulent, fluid and adaptable processes and frameworks. This paper charts the evolution of the politicisation of planning in the UK through three political terms of office, and suggests that what we have today are diverse activities of intervention, coordination and delivery that vary geographically and politically. This will be of interest to academics globally as politicians and administrations grapple with diverse needs and yet maintain and adapt planning processes for the 21st century. These planning activities are not deterministic, but rather embrace flexibility and difference, which also serve to raise further uncertainties.

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MIGRANT CIVIL SOCIETY AND LOCAL POLITICS IN CHICAGO

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The re-emergence of mass migration to U.S. cities in the 1990s has been associated with a reworking of civil society arrangements, particularly among nonprofit community organizations. Many existing community organizations have modified their programmatic focus to better meet the needs of recent migrants, while others have been newly formed specifically to address the challenges faced by a growing migrant population. This "migrant civil society" (including various community groups, social movement organizations, hometown associations) plays an increasingly important role in mediating the dislocations and conflicts brought on by mass migration. It has emerged as a leading voice in policy debates at the state and local levels, particularly in the areas of immigrant rights, affordable housing, and access to economic opportunity. At the same time, this sector has stepped into the void created by state retrenchment and the withdrawal of public services to migrants.

Using data from a survey of 187 immigrant-serving organizations in Chicago, this paper examines the policy and service-delivery networks that have been established among these organizations. It is argued that immigrant-serving organizations have become key actors in the governance of cross-national migration, as well as in processes of migrant economic, political, and social incorporation. Through these networks, immigrant-serving organizations have become important institutions at the neighborhood and city levels, a leading voice that articulates the concerns of migrant communities to the wider public, and an increasingly influential force in state and local politics. This paper seeks to understand the nature of the systems of coordination that are embedded in these networks, the wider impact of migrant civil society on local politics, and the potentially conflictual role of these organizations play – on the one hand serving as an extension of the state by virtue of their contractual relationships to deliver publicly funded services, while on the other hand adopting and operating "outside" the state as they engage in policy advocacy and other forms of contentious politics. This paper aims to address recent debates regarding the emergence of networked forms of governance, the rise of shadow state institutions, and cosmopolitan urbanism.

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NETWORKS OF PLANNING. A NEW APPROACH TO URBAN GOVERNANCE? CASES FROM BRAZIL

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This work explores the image of planning as a democratic endeavor — a free and open encounter of discourses — where all arguments are discussed and freely considered or dismissed through a genuine debate. In this dream, planning is neither a strategic calculation nor a choice among alternative courses of action, but rather a collaborative dialogue where people get together to build consensus within an adaptive and learning scenario. The text argues that in some formal (public) settings planning may display a practice quite different from the above dream, while in other informal ones, a growing network of disenfranchised agents acting interactively and collaboratively may be approaching that ideal, in practice. The text contends that planning is perhaps context dependent: when practiced under certain institutional formal frameworks it may turn itself into an instrument of power and support some interests in detriment of others; while under informal (ad hoc) settings, planning can become more democratic and participative, and act to neutralize the attempts to distort reality or manipulate the dreams of the ordinary citizens. The research uses the ethnographic method and focuses on the experience of social movement leaders, NGOs activists, citizens and planners, when facing conflicts and confrontations. Acting collaboratively these agents deal with complex situations and seek to solve distressful problems in contexts where public intervention is absent or failed. The study focuses on a selected set of Brazilian local experiences and identifies the dreams and expectations of both, planners and citizens, as the participatory practices promised a new era for public policy – mainly for those who were systematically excluded from it. The research takes the propositions advanced by Jürgen Habermas and Paulo Freire, in order to emphasize the encounter of dialogues and non-dialogues in the arenas of planning. It seeks to highlight how the working of a network of agents operating informally and collaboratively can counteract manipulation, by providing information, counter information or technical capacity. The paper evaluates the epistemology of planning as a practice of cooperation among diverse, free, adaptive, and learning agents, working independently but interactively in complex social settings (Healey 2003; Innes and Booher 2003). It seeks to highlight the emergence of these “informal networks” and identify their roles in the context of Brazilian planning practice. Would these “webs” be an emerging mode of urban governance in the twenty-one century?

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THE MECHANISMS OF SELF-HELP CIRCULATION THROUGH THE "COMMUNITY FUND" BY AND FOR NON-PROFIT ORGANIZATIONS IN JAPAN.

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Since the establishment in Japan of the Nonprofit Activities Promotion Law in 1998, many non-profit community organizations

have been established and have become leaders in community planning. As Japanese society sees the rising power and influence of non-profit organizations in the community-planning field, the discussion of a support system for these organizations becomes necessary.

One of the current support systems, the "Community Fund"; gives financial support to non-profit organizations for community planning projects after assessing their proposals. The main providers of community funds are typically governments, private companies, and non-profit organizations themselves.

In this paper, I focus on the "community fund" provided by non-profit organizations because it demonstrates that in Japan, these groups are now powerful enough to act as funding sources in their own right. This funding arrangement creates a self-help system and encourages financial circulation between non-profit organizations. Therefore, the central theme and title of this paper is: the mechanisms of self-help circulation through the "community fund" by and for non-profit organizations in Japan.

I use the following methodology to investigate the mechanism:

- 1) Categorize the examples of these community funds in Japan to allow comparison between various systems.
- 2) Clarify the details of representative cases from each category, and assess them by using criteria to determine patterns between these cases.

The criteria includes:

- What was the source of the funds?
 - How can the sustainability of the system be secured?
 - Is there any supporting system other than financial support?
 - Did outcomes of fund have any multiplying effects?
- 3) Outline how the community fund mechanism works to facilitate community planning.

Some of the funding systems are intricately structured, such as having multiple financial resources, which secures the sustainability of the system. These kinds of cases show that the circulation mechanism for non-profit organizations can work without any support from government. In fact, an inverse relationship can be observed, where non-profit organizations sometimes advise government on how to design community-funding programs. In some situations, non-profit organizations receive fees for this advice. In other cases, non-profit organizations receive fees from government to manage public community funding programs.

This paper highlights an emerging new mechanism for change, where self-help community planning does not depend on government support as has traditionally occurred in Japan. From a planning practice standpoint, this independence gives non-profit organizations more freedom to voice their alternative planning opinions, which may differ from those of government.

Key data resources used in this paper include interviews with non-profit organization, and publications released by these groups.

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- Keywords: Community fund, intermediary, non-profit organization, and fundraising.

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THE EFFECTS OF NEW ENVIRONMENTAL GOVERNANCE FORMS IN ISTANBUL

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Istanbul is one of the largest cities of the world with its twelve million population. The city could not retain most of its green areas while population grew to ten times its original size in half a century. Rapid urbanisation has resulted unsustainable land use patterns by the construction of large commercial centers, new shantytowns and chains of supermarkets which have been the new way of development due to the new era of liberalism. One of the obvious outcome of Istanbul's development has been an unplannable city.

The unplanned urban growth in Istanbul has been far from addressing the issues of equity, social justice, basic human needs, employment, poverty, health, urban environment and infrastructure. Today, an emerging body of literature acknowledges that coping with the problems of unplanned and unsustainable urbanisation requires a thorough change in the way local governments are structured and urban politics are conducted. This study aims to demonstrate how new forms of governance as public participation, transparency and accountability can contribute to the solution of Istanbul's problems with a particular focus for environmental problems.

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[272] BOTTOMING UP AND TOPPING DOWN: MIDDLE GROUND PLANNING IN DUTCH NEIGHBORHOOD DEVELOPMENT

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A renewed focus on residential preferences and community involvement has led to a different understanding of the city as more complex, less predicted and organic than traditional planning doctrines have led us to believe. "Planning is a messy, time and energy-consuming business of trial, error and failure", Jane Jacobs writes. "Success is not a certainty. And even when the result is successful, it is often a surprise, not what was actually being sought". The notion of a dialogic planning practice requires a radical repositioning of professional planning professionals, in which gaps between specialized knowledge and daily experience are bridged rather than opposed to each other. Everyday urbanism confronts planning professionals with a contradiction in terminus, since planning is the ultimate strategy to demolish uncertainty. Planning is thus faced with a tension between liberating strategies of empowerment liberation and the paternalistic imperative of policy regulation. What margins are pro-active and creative residents given in planning processes? And how do professional planners allow for meaningful resident input and participation?

This paper explores the dialectic between planning and community participation by analyzing recent developments in resident participation and community planning in Dutch neighborhood development. It is argued that after an era of regulated and hierarchical organised planning approaches, new forms of middle ground planning are coming up that touch on different normative notions of the resident as subject. The paper uses a framework based on theories of planning as social process in order to analyze how

planning professionals are increasingly faced with horizontally oriented policy configurations, in which public and private partners are urged to cooperate with residential fractions and community members. Using examples from community planning in Eindhoven and Emmen, self-built housing in Almere and lifestyle segmentation in Hoogvliet, the paper shows how residents are strategically used as co-producers instead of spectators of planning processes. However, in this democratic model of resident participation, planning professionals are confronted with political aims concerning efficiency, and with getting things done, that are not compatible with bringing residents in and allowing them to have a voice.

[273] OVERCOMING TRANSDISCIPLINARY CHALLENGES - A METHOD FOR CONDUCTING RAPID AND PARTICIPATORY LANDSCAPE PLANNING: THE CASE OF THE OSA REGION OF COSTA RICA.

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The international escalating institutionalization of participatory development and democratic planning demands from practitioners a new "expert-facilitator role" to mediate and advise in the complex debate of land resource planning between local, government and scientist communities. Giving the fundamental importance of integrating local and non-local forms of knowledge in the planning of rapidly changing regions, this study proposes a transdisciplinary method for conducting rapid and participatory land use planning. The method employs geospatial information systems and technologies as well as an array of stakeholder participatory techniques, to capture, process and exchange in real time, stakeholder knowledge about possible land use alternatives for the region.

Fieldwork conducted in the Osa Region of Costa Rica, captured through multiple community and individual participatory mapping workshops, land use distributions from 80 participants representing two groups: 1) Stakeholders from the region of study called "Local Experts", and 2) participants from academic, scientific and government groups called "Non-Local Experts". The study captures land use allocations from each stakeholder employing a framework for direct geospatial scenario digitization that utilize digital pen and interactive display screen technologies. Results capture directly in a geodatabase, were analyzed and present back to the all participants allowing multiple rounds of scenario refinement, reviewing and knowledge and information exchange.

The method, generate two important advances in transdisciplinary-oriented planning practice: First, it allows stakeholders to directly sketch land use change scenarios into a geodatabase for real time evaluation through spatial statistical analysis. Secondly, allows the exchange of information and knowledge about the management and associated impacts of alternative uses of land resources, between decision-makers (government), scientist, and local community and regional groups. Final results define and categorize through an indicator system, geographic areas presenting different levels of spatial agreement and disagreement- both of land use types and stakeholder groups. This condition proved highly informative for planning authorities, scientist and local groups, improving capacity building, governance and better informed decision-making.

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GOVERNANCE AND PARTICIPATION-EMPOWERMENT AND INSTITUTIONAL LEGITIMIZATION IN A CRITICAL NEIGHBOURHOOD

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Critical neighbourhoods can frequently surprise us by their unusual cultural richness, strong social networks of shared support, and activities of innovative features developed locally to overcome difficulties, reflecting examples of survival in adversity. These characteristics, if well used, can be a contribution to innovative urban policy.

This paper focuses on a recent experience of a participative intervention in a critical neighbourhood in the Lisbon region. This occurred in the context of a recent Governmental Program for Critical Neighbourhoods aiming at the development of new urban policy practices, favouring local empowerment and supported by a new way to articulate the formal (government) and informal (local associations) model of decision-making. Decision was delegated in a group of local partners who developed jointly a diagnosis, a consensual SWOT and, finally, agreed on a plan of action recently signed by all the partners and presently in implementation. The active involvement during the development of the strategy of intervention was a joint learning process that culminated with a collaborative joint solution.

The empowerment of the group of local partners which was given power of decision made a difference. The process results will be discussed, such as the recovering of the local networks, the intensification of information fluxes, a growing awareness of each participant role and the reinforcement and maturity of local institutions.

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THE 2006 IMMIGRANT DEMONSTRATIONS IN LOS ANGELES, CALIFORNIA

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The spring of 2006 witnessed unprecedented demonstrations demanding immigrant rights and immigrant reform in the United States. This photo display presents a selection of photos of the different immigrant demonstrations that took place in the city of Los Angeles, California. From March to May, 2006 the streets of downtown Los Angeles became insurgent immigrant spaces as different generations of immigrants from all backgrounds occupied them for hours to challenge the idea that being an immigrant was being a criminal.

Regarding of their legality or illegality, people of all venues and nationalities participated in those demonstrations, converging in the streets of downtown, claiming participation in the city. The photos showed the new immigrant populations of Los Angeles calling for inclusiveness and representativeness, respect and immigrant rights for them. The photos display intense images of empowerment, conflict, and diversity. The demonstrators questioned the governance of Los Angeles and of the United States, as immigration policies were not including the new waves of immigrants. In celebratory and, at the same time, contesting ways, the demonstrators appropriated spaces of the city asserting the right to the city and rights for themselves as immigrants.

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CITIES AND THE TERRITORIES TOWARDS MATERIAL GOVERNANCE: DRAWING MULTILEVEL GOVERNANCE THROUGH PRACTICE AND PROJECTS

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The social, economic and political changes have led to a radical transformation of the "status quo", leaving room for forms of disorganization where once existed consolidated relationships.

Two interpretations may help understanding the scenarios that are emerging. On the one hand, we are facing a shift from an old order to the birth of a new order; this transition can leave room for a moment of destruction, functional to the constitution of new citizenship/ state/statehood-organizational forms. On the other hand, it is possible that today we are facing a process of destruction of an old order, without the generation of an alternative. In this second scenario the disruption appears as a point of arrival, not yet an intermediate step.

Inside this transition process, the debate on the possibilities of expand and strengthen the governance of the city/territory system appears fundamental.

An element of criticality is due to the fragility of traditional administrative subdivisions, as mean to ensure proper representation of instances of individuals, and as mean to link the development of the city to the territory and vice-versa.

More and more individuals and economic actors are bearers of interest that appear in contrast with the idea of a local development, acting in the direction of a strengthening of relationships with far systems.

The same, the environment is no longer solely determined by the characteristics of resident citizens, or economic actors. A broader concept, able of represent these complex boundaries, is necessary.

A wider sensitivity towards the time dimension of the problem appears to be more and more relevant.

The collective management of resources can not ignore a long-term perspective: time dimension is, in its own right, a cornerstone of the problem of conservation, protection and over time development of a system, at the same time at local and wider level.

The term "intergenerational solidarity" embodies well this concept: the call for long period visions imposes a reflection on tools and projects which can support this process.

Another criticality is linked to the necessary improvement of inclusive processes of public, private for-profit/non-profit actors, as well to the launch of new strategic initiatives.

This suggests to call into question the principles of new forms of democratic representation, as well as the boundaries of legitimate institutional or individual action.

Starting from two concrete case-studies, the paper will stress how the launch of initiatives that support new forms of governance might be possible even in the absence of consolidated institutions (referring to the traditional meaning of the term) or of a rigid legal framework.

The key point is assuming that material governance, through practices and projects, can offer a chance to place the individual steps as elements of a broader and complex process.

The aim of the paper is to understand the conditions under which the collective action may start a material constitutional process, able to deal in parallel with the solution of problems and with the definition of rules and appropriate forms of governance.

In this framework, the paper will focus on the possibility of drawing an order based on a material constitution, guaranteeing the material governance of the system, the development of new organizations and a new stable system of relationships.

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COHESIVE COMMUNITIES OR COMMUTER SPACES? RE-EVALUATING THE IMPACT OF RURAL TOWN ENVIRONMENTS ON COLLABORATIVE HEALTH PLANNING WITH INDIGENOUS COMMUNITIES

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Conventional wisdom about small towns defines them as spatially cohesive "gemeinschaft" where multiple layers of relationship bind individuals together in intergenerational moral communities (Healey, 1997). This vision of rural community life suggests that one of the main challenges to collaborative health care planning between rural indigenous communities and mainstream health planners is one of intersection: two kinds of closely knit communities need to find ways to interconnect (Boulton, 2005; Browne, 2005). In this scenario, the legacy of colonization serves to explain why these two communities, the indigenous and non-indigenous, are divided, and further suggests that past injustice and current legislative and jurisdictional divides are the principle barriers to future collaboration (Smye & Browne, 2002).

While the issue of the colonial legacy and future justice is an urgent issue for culturally appropriate health care, the nature of at least some

contemporary rural communities complicates the potential for collaboration (Furniss, 1999; O'Faircheallaigh, 1995). For example, preliminary research into the northern region where I am conducting my dissertation research suggests that community dynamics are a major factor in collaborative health care planning. Anchored by a small town of 16,000 inhabitants, this region is characterized by a transitory fly-in/fly-out (FIFO) population of oil and gas labourers, diverse local religious and First Nations communities and a struggling agricultural sector. A chronic shortage of health care workers, from early childhood educators to radiologists and physicians, is partially filled by drawing on new immigrants (Cameron, McLean, & Namazi, 2001). The presence of new service providers, continuous vacancies, a transitory population, and population diversity suggests that this type of rural communities might be better characterized as a locus of distinct geographically extended family and professional networks rather than as a "gemeinschaft". Contextualizing health delivery creates opportunities to re-imagine the nature of collaboration, and as has been done in feminist reconceptualizations of space, provides a theoretical base from which to reconstruct the tasks of health planning (Boone, Minore, Katt, & Kinch, 1997; Dyck, 2005).

If rural and small towns, which serve as health service delivery hubs for many of Canada's 600+ indigenous communities, are more accurately described as geographically extended communities, then the principle challenges to and opportunities for collaboration may need to be rethought. Indigenous and non-indigenous health care providers may be reconceptualized as shapers of place and space, and as players in a complex field of local and distal relations. Additionally, though, as the current context may also reproduce the colonial era, with its many transient seekers of fortune, indigenous health care providers may be positioned as agents of resistance, while mainstream providers may battle a colonialist mantle they neither want nor understand. Alternatively, health care providers in both indigenous and non-indigenous communities may share common ground in their concern to ensure continuous service delivery to communities which face similar challenges to stability. Rethinking the nature of small towns may therefore suggest new avenues as well as challenges to collaboration between Canada's indigenous and non-indigenous communities, and add a critical spatial dimension to health care governance.

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METHODOLOGY AND EXAMPLES OF USER-SENSITIVE SERVICE DESIGN AND PLANNING

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The globalisation of economic activities and the increasing demands for the competitiveness of cities, regions and nations have put additional pressure on the provision of welfare services, especially in the Nordic countries. At the same time, local democracy is also undergoing dramatic change. Voting in the local elections has decreased and the traditional NGO movements have turned into ad-hoc activism. Citizen participation has become increasingly complex and it is disconnected from the formal arenas of politics. This is a great challenge to urban planning and especially to the construction of the service infrastructure. Our research problem deals with the question, how the user-sensitive approach to service design and development will enhance the individual and collective management of everyday life.

The aim of the paper is to present the methodology of user-sensitive service design and planning. It will be illustrated by a two-phase case study on the construction and evaluation of time planning models for the Finnish context which led to the co-production of ubiquitous services in the context of commercial, public and community services, in two neighbourhoods of Helsinki. The framework consisted of the understanding of the seminal transitions around the management of everyday life via time policies (Horelli & Wallin 2006), the production and organising of services as personalisation through participation (Leadbeater 2004) and of the rise of ubiquitous computing. The methodology comprised a dual strategy: the Learning-based network approach to participatory design and planning (Booher & Innes 2002; Horelli 2006), and the organising of private, public, people partnerships (PPPP).

The results of the four year case study indicate that the application of the user-sensitive design of services, such as the work of the local forums around the help desks, turn the users into co-producers and co-designers with professionals, who in turn become brokers and solution assemblers. This leads to a distributed capacity for coping (Paavola & Hakkarainen 2005; Parker & Heapy 2006). It is possible to plan and to improve the physical, functional and participatory structures of the locality. However, social capital that enhances the individual and collective management of everyday life, is something that emerges only if the residents and other stakeholders are willing to appropriate the structures and to network in a way which creates trust. The improvement of the infrastructure of everyday life seems to require the mobilisation of local assets. The latter refers, besides the mapping of all local resources, also to the know-how and capabilities that can be acquired from the stakeholders. Consequently, the co-

production of services, along with participatory local governance may improve the infrastructure, image and culture of the locality.

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STRENGTHENING CITY REGIONS BY STIMULATING LOCAL ACTIVITIES IN SHRINKING PERIPHERIES? - THE ROLE OF SCENARIOS FOR REGIONAL GOVERNANCE IN EUROPEAN STATES -

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Networks and functional complementarities between central urban and peripheral rural areas are crucial preconditions for a successful development of city regions. But shrinking peripheral regions tend to fail fulfilling their functions, weakening the whole city region in consequence. For strengthening lagging peripheries models of participation for initiating bottom-up activities are recommended in general.

This paper will discuss and value the effectiveness of scenario processes, used to strengthen peripheries for creating urban-rural networks. Main questions to answer are what are effects of participative instruments like scenarios for stimulating local activities in shrinking regions and what kind of positive effects can be assessed for the whole city region. The findings bases on results of the EU-financed INTERREG-Project HINTERLAND (www.hinterland-info.net), where the authors working group realized a scenario process in Eastern Germany and supported similar processes in Poland, Lithuania, Denmark and Russia.

The analysis of the current strengths and weaknesses of the regions in the project confirmed, that nowadays shrinking peripheral areas are to be characterized as territories with ineffective agency networks and a disembedded, poor civil society (Copus 2001). Reflecting the deficits various scenario activities have been initialized to answer questions about possible futures, including the driving forces, involvement of actor groups, resources and the application of intervention options (in general van Notten 2003).

In conclusion the effects of scenarios have to be characterized as ambivalent. On the one hand new ideas for strengthening local and regional development in peripheries like new ways of mobility, education, health care and culture were elaborated. Additionally new communication structures have been established. On the other hand it

was not possible to integrate inhabitants of villages with extreme negative development preconditions, missing potentials and weak local communication networks.

Further on Shrinking regions will need transfers, especially of knowledge and personal resources to deal with their own problems. Endogenous stimulation and capacity building is helpful, but not sufficient in the end.

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DELIBERATIVE PLANNING IN DISASTER RECOVERY: RE-MEMBERING NEW ORLEANS

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A strong turnout of a broad cross-section of the New Orleans population lent legitimacy to a unique public conversation about post-Katrina recovery priorities across deep divisions in race, culture, and wealth. Designed and conducted by AmericaSpeaks, Community Congress II brought together over 2500 New Orleanians, linked electronically across five different cities plus smaller satellite sites in 15 diaspora communities across the country. Direct observation of 150 participants across 16 tables and 48 deliberative conversations, along with exit interviews, post-event focus groups with participants, and stakeholder interviews are used to address three central questions about the social processes of deliberation: What are the patterns of interaction at the tables across race and gender; how do the participants interpret the meaning of the event for themselves; and what were the outcomes in terms of legitimacy, influence, and social trust? The article contextualizes the event in the unfolding story of the recovery process and culls out the lessons learned for deliberative democracy. Community Congress II demonstrates that inclusive public deliberation does more than provide reasoned public input into difficult policy decisions. It does more than legitimate new public initiatives. It can foster social trust and social healing across the divides of race, culture, and wealth. But the benefits will be sustained only if they are reinforced by an institutional infrastructure of civic engagement.

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COMMON INTEREST DEVELOPMENTS: A GROWTH COALITION RESPONSE

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Common interest developments (CIDs) are a growing form of urban private governance that now manages over 57 million residents in 23.1 million housing units in the United States alone. CIDs are credited positively for fulfilling consumer demand for more responsive urban governance, and creating more housing affordability (Stabile 2000, Nelson 2005). Criticism of CIDs includes increased segregation and cordoning off of resources (Le Goix 2005, Glasze et al. 2006). Some studies claim that stronger state and local government involvement with CIDs and the professionalization of management has led to more sustainable, flexible and representative CID governance (Mc Kenzie 2005). This paper accesses the long-term implications of CIDs in terms of legal structures, long-term fiscal sustainability, and constitutional rights of residents through literature review, interviews with International Community Manager's Association members, local government officials, and analysis of legislation and land use policies in Arizona, California, Nevada, and New Jersey.

Current CID literature claims that consumer demand drives the growth of CIDs. This paper asserts that CID growth is actually a supply-side driven phenomenon through a mobilization of private and public financial incentives, resulting in strong public-private partnerships promoting CID growth that actually limits choice for the consumer. Limited choice is antithetical to the public perception of consumer driven demand and erodes the justification for CIDs as a voluntary governance agreement. Policy solutions that lessen government incentive for fostering CID growth are analyzed in order to provide alternatives to local governments and increase choice for the consumer.

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THE GREENING OF CHICAGO: ENVIRONMENTAL LEADERS AND ORGANIZATIONAL LEARNING IN THE TRANSITION TOWARD A SUSTAINABLE METROPOLITAN REGION

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Recent public sector policies promoting a green sustainability agenda in metropolitan regions call upon organizations to engage in a range of new social and ecological relationships. In this paper I explore the

question: What can the perceptions of environmental managers teach us about organizational learning in response to mandates for an urban green agenda? In particular I examine the disposition of leaders in the Chicago metropolitan area regarding the development of boundary spanning capabilities within their organizations as a means to support innovations in urban resource management. For interviews I selected managers from public, private and community organizations working on sustainability issues articulated in Chicago's Environmental Action Agenda. Of specific focus is their interest in enhancing the internal capital (training, hiring, and creation of centers of expertise) and external networks (sharing information, resources, and power) of themselves and their staff in the context of Chicago's much proclaimed efforts to become a more sustainable urban region. Understanding the benefits and obstacles managers perceive to developing these capabilities can help those supporting innovations in urban greening to better frame the obligations and resources required by such initiatives.

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MAKING "CREATIVE INDUSTRY CLUSTERS": URBAN GOVERNANCE IN SHANGHAI

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This article explores the nature of urban governance in contemporary China's urban development, using the newly emerged urban form, the "Chuangyi chanye jijuqu" ("creative industry cluster", cited as "CCJQ" in this article), as a medium. It examines the initiation and development processes of various types of CCJQs and high-lights two factors involved: political actors and creative workers. In particular, it compares their roles before and after the government's specialized interference in CCJQ development. This article is based on solid empirical work. Multiple qualitative research methods are used, including semi-structured interviewing, participatory observation and documentary analysis. Public sector actors such as officials in the Shanghai Creative Industry Centre, local district authorities and tenant firms and artists active in these parks were widely interviewed.

This article illuminates two points: the market-oriented economy that nurtures new cultural and artistic scenes in some forgotten corners in the city and the existing forms and nature of urban governance that continue in China. The government is still the controlling actor and creative workers are excluded from the governance capacity. The government's intervention functions to incorporate CCJQs into its entrepreneurial policy practices and property-led urban redevelopment programs.

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THE BATTLE FOR PARK EAST: NEGOTIATING SOCIAL AND ECONOMIC INCLUSIVENESS IN DOWNTOWN MILWAUKEE

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Urban planning has increasingly been shaped through the collaborative governance model, strongly echoing the rhetoric of citizen participation. It is especially argued that 'collaborative' or 'participatory' approaches to urban planning and revitalization, have the potential to empower local communities through the increased participation opportunities (Elwood, 2004; McCann, 2001). It remains unclear, however, how and whether citizen participation is realized in these approaches and what the implications are for the role and power of citizens and organizations. Further, in order to combat and challenge existing asymmetrical power structures interest groups negotiate, compromise and position themselves at different spatial scales (Elwood, 2002; Nicholls and Beaumont, 2004).

This paper seeks to illuminate patterns and impacts of community participation in urban revitalization. Distant from desired inclusiveness, the City of Milwaukee has prevalently pursued economic objectives of downtown redevelopment while the advancement of broader social benefits remains largely unmet. The City's determination to redevelop Park East, "the most valuable tract of land" in downtown Milwaukee, has been impeded by the formation of Good Jobs and Livable Neighborhoods (GJLN), a coalition of labor, faith and environmental groups. Drawing on GJLN efforts to include a "community benefits agreement" in publicly supported Park East redevelopment projects, I attempt to advance the limited knowledge of the preparedness, role, power and relationships among locally-situated groups in the city (Brenner and Theodore, 2002). Specifically, I discern strategies and tactics utilized by local groups as well as their capacity to achieve, implement and sustain gained advantages. The research upon which this paper is based employed interviews with various stakeholders, participant observation and an analysis of newspapers and planning documents.

Please note that I am a doctoral student. The submitted proposal is not directly connected to my ongoing doctoral research. My adviser/dissertation supervisor is Christopher De Sousa, desousa@uwm.edu.

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TRACK 5: HOUSING AND COMMUNITY DEVELOPMENT

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THE EFFECTS OF INVOLUNTARY RELOCATION ON FOREIGN BORN AND NATIVE BORN PUBLIC HOUSING RESIDENTS

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With few exceptions research on the deconcentration of poverty in the U.S. through the Hope VI program has neglected to account for the experiences of the foreign born. In part this omission is due to regulations that preclude most recent immigrants from taking advantage of housing assistance. In contrast to other types of immigrants refugees are almost immediately eligible for housing assistance once they enter the U.S. The presence of a significant population of refugees in public housing developments in Minnesota that were demolished as part of the Hope VI program raises important questions about how the experiences of those who were involuntarily relocated may have differed by nativity status. First, how do the perceptions of the quality of the initial public housing differ for native born and foreign born public housing residents who are subject to involuntary relocation? Second, does the propensity to “re-cluster” in specific neighborhoods differ for native born and foreign born public housing residents who are subject to involuntary relocation?

To answer our research questions we will rely on survey data of native born and foreign born public housing residents who were subject to involuntary relocation in Minneapolis, MN (N=600) and Duluth, MN (N=100). In both instances we collected data from a sample of households regarding their interaction with neighbors, satisfaction with their housing, youth development, and employment outcomes prior to their relocation and immediately following their relocation. We also collected census data based on the address where each household resettled to create a more complete picture of the social and economic characteristics of their new neighborhoods. We will use a series of bivariate tests to summarize survey responses from foreign born and native born residents on their perception of housing quality across treatment (involuntary relocated households) and control groups (public housing residents from other developments and Section 8 residents who did not move). We will also use a spatial analysis technique to measure the extent to which involuntary relocated households re-clustered in specific neighborhoods. The answers to our research questions will shed considerable light on the differences between foreign born and native born residents of public housing in perceptions of the quality of public housing, and differences in the propensities of these groups to recreate ethnic enclaves and resulting supportive social networks after an involuntary relocation.

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URBAN UNIVERSITY MASTER PLANNING AND COMMUNITY INTEGRATION:

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Ryerson University is located in the central part of downtown Toronto surrounded by a dynamic property market and adjacent to the first public square Dundas Square created in over 25 years. The University is growing in terms of both programs and student population. It has the least space per student of any Ontario University. These conditions suggest that it was essential for the University to engage in a master planning process.

Ryerson University began its master planning initiative under the leadership of its President, Sheldon Levy soon after he was appointed as President in 2006. He made public speeches to stir interest in the Plan and its process to the broader community. This was an effort to stir interest and support from the city, development/building industry and the external community. Internally he gained support from the governing board and selected an “experts committee” to oversee the process under the leadership of the Vice President, Administrative Affairs. The development industry was viewed as important due to Ryerson’s limited land holdings, growing student population, and the fact that several recent public private partnerships were entered to increase University space.

As there is currently a draft of the Master Plan being circulated and presented for discussion, the purpose of this paper is to outline and critique the process by which this planning initiative has been undertaken as well as comment on the current draft. The process is interesting in that it was community based, undertaken by a planning/architecture consulting consortium who were selected and worked with the “expert committee”. This committee was comprised of faculty with expertise in planning and design and senior officials from campus and academic planning. Difficulties in developing the plan were both physical and policy related. On the physical side, Ryerson needed to grow and it is in the middle of a dynamic property market. On the policy side, the physical needs are driven by the Academic Plan which had reached the end of its timeframe. Recently a new Provost was appointed with the mandate of developing a new Academic Plan. President Levy explained the challenges of developing the plan as being in a situation of trying to change the tires on a car that is rapidly traveling down the road. The resulting draft plan appears to be very sound and well received by the community. However, there is still the challenge of implementation. The resulting plan will be analyzed as a case study in the context of planning process for an urban precinct which ties into the community and is part of a city building process.

The case study and conclusions draw from the analysis of this case will provide useful insights regarding the organization of the planning process, the engagement of the university and broader community, working with the municipality for “city building”, and

the use of Public-Private Partnerships to meet University objectives and needs.

David Amborski

Member of the Ryerson University Master Plan "Expert Committee"

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BACK TO BLACK...AND GREEN? EVIDENCE OF A DOWNTOWN HOUSING BOOM IN LOUISVILLE, KY, 2000-2006

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The well-documented flight of the white middle-class (see Crowder 2000) over the last fifty years strained central cities, exacerbating social problems and concentrating poverty in the urban core. Lack of demand and investment in downtown housing led to widespread decay and devaluation. But recent booms in property values reversed this trend in America's largest cities. Based on an analysis of metropolitan-wide appreciation rates, this paper contends that mid-sized Louisville experienced a similar boom over the past seven years, mirroring cities like 1990s Chicago (McMillen 2003).

Historic trends predicted highest appreciation in the affluent east-end, especially beyond the inner and outer beltways. Poor neighborhoods inside the beltway, particularly the minority-dominated west-end, experienced lowest increases. However, over this seven-year period the highest-increasing neighborhoods were located within the perimeters of the Watterson Expressway, while the bulk of neighborhoods with lowest percent-increases were located outside the Watterson and even the Gene Snyder Freeway. This study seeks to explain variation in appreciation rates across Metro Louisville by focusing on five questions:

-How are downtown housing submarkets faring compared with their suburban counterparts (Archer et al. 1996, for example)? This is especially important considering the recent merger of Louisville and Jefferson County.

-How has the Russell neighborhood performed in appreciation since being the subject of a major university-community revitalization effort (Gilderbloom and Mullins 2005)?

-What impact does race have on submarket appreciation rates (Kim 2000, for example)?

-What impact does historic preservation district designation have on old neighborhoods' appreciation rates (Coulson and Lahr 2005, for example)?

-How do widespread urban problems like concentrated poverty, large rental proportions, vacant/abandoned units, and aging stock affect neighborhood appreciation?

We regress percent increase in median housing value on demographic and housing characteristics from the beginning of the period (2000 Census) of Louisville's 170 neighborhoods. Several initial specifications provide evidence that traditional predictors—like racial composition and rental proportions—fail to significantly affect variation. On the other hand, location inside the Watterson, university-community partnership participation, historic district designation, and higher vacancy rates in 2000 all support positive appreciation. Increased renovation of dilapidated downtown housing, post-2000, may account for the highly-positive coefficient on vacancies. A positive coefficient on majority-black downtown neighborhoods disproves any notion that the only well-performing urban submarkets are gentrified, white enclaves.

We theorize that this reincarnation of 'back-to-the-city' owes itself to green lifestyles, especially the desire for shorter commutes in light of higher energy costs. Greater cultural/racial understanding and demand for historic housing also play roles. This upward trend in downtown values makes urban housing a better-performing investment than comparatively-priced suburban alternatives.

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IMMIGRATING, ASSIMILATING, CASHING IN? ANALYZING HOUSE PRICES IN IMMIGRANT SUBURBS Anacker, Katrin B. [Metropolitan Institute] anacker.2@osu.edu

Homeownership is typically a good basis on which to build wealth, among many other strategies. Wealth building through home ownership is typically enhanced by positive property appreciation rates, although there is no guarantee that such an enhancement will occur. A home represents one of several big investments in the lives of the majority of homeowners, but for low-income homeowners, a home represents the biggest investment in their lives. Across all households, owner-occupied housing has been the single most important household asset, accounting for 30.4 percent of total assets in 1995. Owner-occupied housing comprises 64.9 (6.4) percent of

total assets for the bottom 80 (top 1) percent of households in terms of household wealth in 1995 (Wolff, 1998).

Most home owners hope for increasing property values. Homes often serve as collateral for borrowing to finance investment in business and other potentially profitable opportunities. Homeowners also finance non-durable consumption out of their housing capital gains. Thus, property value appreciation could strengthen the economy by boosting consumer spending among homeowners.

In the United States, a high proportion of homeowners lives in suburbs. Many suburbs are seen as locations where property values and appreciation rates are high (Harris, 1999). In the context of the recent immigration wave, the question remains whether property values and their appreciation rates in suburbs with a high proportion of immigrants are as high as in suburbs with a high proportion of native born individuals. Most Americans become first time home owners mid-20s to mid-30s (Eisenberg, 2008), drawing from their own as well as family savings for downpayment. Many immigrants in this age bracket have recently arrived, having invested their own as well as family savings in the move, immigration fees, and the start in the United States. Due to the late start, building equity, preferably rapidly, is of utmost importance for many immigrants.

Whereas property values and their appreciation in low-income and underserved neighborhoods have received some attention in the past, property values and their appreciation in suburbs with a high proportion of immigrants have received very little attention. This study, based on a discussion of assimilation (Alba & Nee, 1997), focuses on the Census tract scale instead of the individual level because there are currently no data available at the individual level for suburban Census tracts in specified regions. It is an analysis of the local scale within selected counties of metropolitan statistical areas, classified by six immigrant gateway types: (1) former gateways, (2) continuous gateways, (3) Post-World War II gateways, (4) emerging gateways, (5) re-emerging gateways, and (6) pre-emerging gateways (Singer, 2005).

This study asks the following research questions for suburban Census tracts with a high proportion of three select groups, i.e., native born non-Hispanic Whites, native born Blacks/African Americans, immigrants, respectively. First, are there differences in housing and neighborhood characteristics as well as property values between suburban Census tracts and suburban Census tracts with a high proportion of native born non-Hispanic Whites, native born Blacks/African Americans, and immigrants, respectively? Second, are there differences in appreciation rates between suburban Census tracts and suburban Census tracts with a high proportion of native born non-Hispanic Whites, native born Blacks/African Americans, and immigrants, respectively? Third, are there differences in factors that influence property values between suburban Census tracts with a high proportion of native born non-Hispanic Whites, native born Blacks/African Americans, and immigrants, respectively?

Preliminary results indicate that immigrant suburbs are characterized by a challenged housing stock, appreciation rates that are lower in suburbs with a high proportion of native born non-Hispanic Whites, and different factors that influence appreciation, compared with suburbs with a high proportion of native born non-Hispanic Whites.

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IS SMART GROWTH SMART FOR LOW-INCOME HOUSEHOLDS: A STUDY OF THE IMPACT OF FOUR SMART GROWTH PRINCIPLES ON THE SUPPLY OF AFFORDABLE HOUSING

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This research tests the relationship between each of four smart growth principles and the supply of affordable housing for extremely low-income households. The four principles are higher residential density, a variety of housing options, mixed land use, and the preservation of open space. The relationships are tested at the neighborhood level in two different types of metropolitan regions, those with an urban containment policy to combat sprawl and those without.

Four regions were chosen to represent two pairs. Each pair consisted of two regions which had similar urban containment policies at one point in time and different policies at a second point. By comparing regression analyses from these two points in time, the quasi-experimental research design can detect the influence of urban containment on the relationships among the specific smart growth principles and the supply of affordable units.

The first pair of regions is of Portland and Seattle. Urban growth boundaries were present in the Portland region in 1990, but not in the Seattle region. Such boundaries were present in both regions in 2000. The second pair consists of the regions of Baltimore and Philadelphia. Neither region had urban containment in 1990, but priority funding areas were established throughout the Baltimore region by 2000.

Utilizing data from the U.S. Census and the Census Transportation Planning Package, the research provides evidence for the following conclusions. First, a variety of housing options, specifically the availability of multi-unit structures, is associated with a greater supply of affordable rental units. Second, greater residential density in general is typically associated with a greater supply of affordable rental units. Third, a variety of housing options better explains the variation in the supply of affordable units than a general measure of density. Fourth, urban containment policies do not influence the relationships between the smart growth principles and the supply of affordable housing. A policy implication of these conclusions is that growth management mandates to increase residential density should also specify the type of housing developed if growth management is to have positive consequences for the supply of affordable units.

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DIASPORA AS URBAN POLICY: A DISPERSAL SIMULATION MODEL FOR MINNEAPOLIS-ST. PAUL, PHILADELPHIA, AND THE SAN FRANCISCO BAY AREA

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There is currently a debate raging in academia about how to deal with urban poverty (e.g., Chapple, 2006; Goetz, 2003; Imbroscio, 2006; Reed, 2006; Rusk, 1999). The debate stems from decades of policy experimentation, accelerated in the Clinton era, in dispersing residents of concentrated poverty neighborhoods by dismantling public housing and providing vouchers for housing. A veritable cottage industry has developed around evaluating these programs. Yet, policymakers have paid little attention to how to "scale up" these experiments in order to eliminate concentrated poverty fully from U.S. cities.

This paper examines the feasibility of eliminating concentrated poverty through dispersal in three metropolitan areas: Minneapolis-St. Paul, Philadelphia, and the San Francisco Bay Area. We analyze three scenarios: first, redistributing households so that the poverty rate is even across tracts; second, reducing the poverty rate to no greater than 15% in any tract, the threshold at which concentration effects begin to appear (Galster, 2005); and third, simply dismantling all public housing units located in high poverty areas and dispersing the residents to low poverty areas throughout the region. We redistribute households based on land availability and existing housing need in the metropolitan area, and then also calculate whether or not the move has improved job accessibility for household workers.

Our preliminary findings indicate that particularly in a high-poverty region like Philadelphia, an enormous number of households would need to move in order to achieve a more equitable population distribution. Although there is sufficient land in the suburbs to accommodate the dispersed households, they would generally experience decreased accessibility to jobs. Thus, we argue that the diaspora approach is not effective anti-poverty policy.

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DILEMMAS OF NEIGHBORHOOD REVITALIZATION: THE CASE OF FENER-BALAT DISTRICTS IN ISTANBUL

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Regeneration of deteriorated districts and restoration of historic building stock has gained a priority in the agenda of many cities. There is no question that revitalization of deteriorated urban areas, raising the living quality and their re-integration with the rest of the city, as well as the preservation of the cultural/architectural heritage are important issues of urban policy. Yet, these efforts can become problematic especially when such areas are occupied by the poor and low income families and can lead to the formation of new divides in the city when sufficient measures are not taken against gentrification and the displacement of the residents of the run-down neighborhoods.

This paper aims to discuss the effects of a UNESCO funded urban revitalization program in Fener-Balat districts of Istanbul. Through a survey we conducted with the residents of the area, we aimed to understand how different groups of residents perceive the renovation project; do they see it as an opportunity or a threat; how are they likely to be affected by the project and how successful the social component of the project in capacity building and reaching out to the residents.

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NEIGHBOURHOOD DEVELOPMENT IN TRANSNATIONALITY - A COMPARISON OF THE RANDSTAD HOLLAND, BUENOS AIRES AND SAO PAULO

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Last year the Dutch Minister of Housing, Communities and Integration has put forty priority neighbourhoods on the national agenda. These neighbourhoods were chosen because of their high concentrations of immigrants, ethnic clanship, unemployment, outdated housing and deteriorating public spaces. The government opts for a 'strong district approach' to turn these so-called problem areas back into attractive districts. The goal is to dispel the growing polarization between native Dutch people and immigrants and to promote the integration of people from all ethnic groups into their districts and society, economically, socially as spatially as well. For that purpose not only the Dutch national departments, but also the involved, municipalities, housing corporations, the business community, police, welfare workers and schools should be working together with residents to this end. As much as this call is now supported, the approach departs from a predominantly outdated neighbourhood approach. It puts excessive emphasis on the spatial organisation of the target neighbourhoods, without tackling problems concerning the socio-economic advancement of immigrants, their diversity and the cultural condescension towards immigrant contribution for the building up of a new identity. Moreover, because of increased mobility, mobile phone and Internet traffic, satellite dishes and ongoing globalization, there is also a strong growth of so-called transnational communities. These communities have a rather

extensive double or multi-national binding. This is not only the case for current “guest workers”, but also for the traditional and sometimes for centuries in the foreign residing classical refugees (like the Jews, Chinese, Irish, Moluccans, Surinamese etc.), and by the growing army of expatriates and foreign students. In this paper we will give new insights on how and in which form this changing and complex socio-economic and cultural-spatial binding comes to existence. We will give specific examples of the fact that the ongoing network society doesn’t lead only to an expanding fragmentation and segmentation, but also to new ways of economic, socio-cultural and spatial re-clusterings as well. Moreover from there on we will deliver new promising perspectives for an updated spatial community planning, based on the actor-network theory and the relational idea of planning. For that purpose we will compare the complex segmentation and integration translation processes in several districts and areas of Randstad Holland, Buenos Aires and São Paulo. The comparison is relevant because of the unique profile of the city-regions under study: Buenos Aires can be called the immigrant metropolis from its early beginnings on, and São Paulo is a vibrant and expanding metropolitan region, which now translating from a industrial towards a service oriented global node. This comparison has also practical purpose, which might generate new input for policy making in the Netherlands. At present, 15 students of the University of Utrecht, Dutch Housing Corporations and national and regional governments are doing field work in 3 x 3 neighbourhoods in Holland, Argentine and Brazil. They will deliver new references for the above mentioned ‘community project’ of the Dutch government.

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THE GEODEMOGRAPHIC ANALYSIS OF RESIDENTIAL TURNOVER AND NEIGHBOURHOOD CHANGE: THE CASE OF NORTH WEST ENGLAND

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This paper presents a novel approach that links the analysis of detailed migration processes to a geodemographic classification of residential neighbourhoods that enables the study of migration streams between and within neighbourhood types. The ranking of the neighbourhood types with respect to a measure of affluence enables the identification of both upwardly and downwardly mobile migrants. It includes the analysis of both flow data and ‘trip end’ totals, thus facilitating recognition of combinations of neighbourhood conditions associated with high and low levels of in-, out- and net migration propensities and the associated tracking of factors that contribute to neighbourhood change.

The paper focuses upon use of the P2 People & Places geodemographic typology, to the development of which the authors were the principal contributors. The typology is based on data derived from the British 2001 Census of Population and the employment of classification methods applied in the derivation of earlier census-based geodemographic products (Batey and Brown, 2007).

A novel aspect of the 2001 Census was an improved ‘output area’ geography featuring smaller and more consistently defined spatial units than hitherto, based on groupings of postcodes. Three levels of area type description are distinguished, ranging from the 156 cluster level to the 40 branch level and broader categorisation into 13 tree types.

Products arising from the 2001 Census include migration flow data between conventional geographical units, including local authority districts and electoral wards. However, an innovative feature, that makes the above novel approach possible, is release of matrices recording flows between the output area units employed in typology development. This opens up the possibility of examining the levels of flow, and variation in migration propensity, between different area types, some aspects of which have been explored by Walford (2007). The further potential of this innovative form of analysis in the assessment of the influence of migratory behaviour on the changing nature of city neighbourhoods is demonstrated in the analysis of migration data relating to the North West of England.

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THE MULTIFACETED PERSPECTIVE OF MODERN HOUSING

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Housing, though recognized as a basic necessity, continues to be an extremely expensive item. Despite repeated attempts to reduce its cost, it keeps on rising year after year. This effectively obliges the average user to choose between: 1) renting their home, 2) taking on a long-term mortgage, or 3) a clandestine or precarious construction in a situation of limited development.

While other equally vital branches of industry (transport, food, clothing) have been popularized and adapted themselves to the demands of a diverse and changing market, the housing sector has never managed to get through to all social strata, in any stage of development.

The ways of addressing this age-old problem have not been the same in the different cultures, or on every level of development. Nor have they been the same in western experience and in the east. Though always with very similar limitations, the approaches range between acting on supply, acting on demand, and acting on both. On supply, by means of formulas that reduce the price of land or of construction; on demand, by means of helping the user in the form of direct subsidies, low-interest credits or similar mechanisms.

Despite the changes that are taking place in the world economic structure, in ways of living and in the way work is organized, the 'typical home' and its 'forms of grouping' do not seem to have changed significantly. If we compare the floor plans of present-day homes and apartment buildings with those of forty years ago, it is clear that they are basically the same.

The alternative housing projects that have attempted, in their pursuit of greater autonomy, flexibility, adaptability, etc, to adapt to the new circumstances have gone no further than their experimental conception. They remain mere examples, models that cannot be generalized; academic products whose construction and dissemination is tightly restricted. As such, they do nothing to resolve the fundamental problem.

Given this situation:

What are the basic factors that make the housing market so rigid, so difficult to socialize and so hard to adapt to cultural and technological changes?

Why have the proposal of new housing typologies and technological advances in housing construction not resulted in more appropriate and less expensive homes?

What can the field of urban planning offer to help improve this situation?

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DEVELOPMENTS OF FARMLAND REVERSE MORTGAGE SYSTEM AND ITS ACTUARIAL MODEL

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The Korean government introduced a reverse mortgage system on the urban housing for supplement a weak welfare system of the elderly people in July 2007. However, there exist some barriers for the rural elderly to enter into the reverse mortgage market because the housing prices in the rural areas are relatively very low. This paper intends to

build the rural reverse mortgage plan and its actuarial model for improving the quality of life of rural elderly. This paper creates three basic reverse mortgage models. These models are (1) a reverse mortgage on the rural house, (2) a reverse mortgage on farmland security, and (3) an annuity type after selling farmland. This paper confirms the magnitude of income improvement of the elderly people in rural areas according to the levels of monthly payments of each program type. These results suggest that the elderly people in rural areas could improve their life and stabilize their living conditions considerably using reverse mortgages on the farmland. And it also can suggest the reorganizing ways of the rural farmland for improving the competitiveness of rural areas.

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REGIONAL HOUSING NEEDS ALLOCATION: THE SOUTHERN CALIFORNIA APPROACH

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This paper explores how Southern California Association of Governments (SCAG) recently developed successful regional housing needs allocation (RHNA) between 2006 and 2014 for 187 cities and 6 counties in the Southern California region.

According to California State housing element law, enacted in 1969, local governments are mandated to adequately plan to meet the existing and projected housing needs of all economic segments of the community. SCAG, as a regional Council of Government (COG), is charged with performing the local allocation of regional housing needs once every five years. SCAG completed the fourth cycle of regional housing needs allocation in July 2007, which was certified to be consistent with statutory requirements by California Department of Housing and Community Development.

The paper reviews the Southern California approach toward developing demographic projections, housing need policies, and the planning and appeal process, which are key elements of the successful RHNA. The accurate demographic and household projections play a key role in determining the future need for housing. This paper compares a range of demographic projection methods and assumptions. The collaborative forecasting process is emphasized.

The anticipated housing needed for new households is then adjusted to account for an ideal level of vacancy needed to promote housing choice, to provide for replacement housing. The future housing needs are estimated for all income levels, while avoiding the over-concentration of lower income households. This paper discusses various policy options to reduce impactation of excessive lower income households. A survey of the reasons for appeals by cities and counties will be used to analyze technical and policy issues.

In conclusion, the paper emphasizes the shared responsibilities of state, regional, and local demographers and planners to develop accurate demographic projections and proper technical assumptions. The paper suggests to promote the inter-regional partnership among regional agencies to deal with affordable housing, land use, and transportation. The paper also proposes to assess the adopted RHNA by regularly monitoring key housing indicators. American

Community Survey (ACS), annually released by the U.S. Census, could be a valuable and timely source of data.

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U.S. HOUSING AFFORDABILITY AND CROWDING TRENDS, 1985-2005

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This paper will use the American Housing Survey to examine housing behaviors in the U.S., particularly among low-income households, over the last two decades. My focus is housing consumption and its costs. Several researchers have recently pointed out that the extent and even definition of the "affordability problem" is far from clear (Linneman and Megbolugbe, 1992; Hulchanski, 1995; O'Flaherty, 1996). In part the difficulty for policy analysts is that affordability is a reduced form measure of both supply and demand factors, like any market-determined price, rather than a simple and meaningful measure of need. For home buyers the confusion is somewhat worse, given the central roles of mortgage interest rates in determining housing cash flow, of property appreciation rates in determining net wealth effects, and of the down-payment constraint and credit history generally in determining access to financing.

However, there is little comparative detailed knowledge at both national and local scales for low-income households in the metropolitan areas of the U.S. in recent years. Among the merits of

the American Housing Survey for this purpose, beyond its panel structure and large sample size, are that data for 2005 are available today. I therefore carefully examine and explain low-income housing trends in central versus suburban settings for all major metropolitan areas from 1985 to 2005. In addition to tracking interesting trends, over time and space, I estimate panel models of housing consumption in order to explore the respective roles of alternative explanatory factors.

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ASSESSING THE NEIGHBORHOOD IMPACTS OF LOW INCOME HOUSING TAX CREDIT DEVELOPMENT

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Research Questions

Enacted in 1986, Low Income Housing Tax Credit (LIHTC) program has become the largest federal low-income housing production program. Despite its importance, writing about the program's performance has been very limited. Most of the existing literature has focused on explaining how the program works or the challenges in the development processes (Deng 2005; McClure 2006). Few have evaluated the post-program impacts. We know, for example, very little on how neighborhoods have changed as a result of the LIHTC investment (Freeman, 2004). Yet, this issue is critical since arguments on how government-assisted housing projects would affect their surrounding neighborhoods have been used both to support and to oppose these projects (Galster, 2004). It is thus important to know how the LIHTC program has performed on this aspect. This paper will fill this gap.

Approach and Methodology

This soon-to-be-finished project examines LIHTC's neighborhood impacts in three metropolitan areas, Miami (FL), San Jose (CA), and Detroit (MI). The three MSAs differ in both their local housing markets and the LIHTC allocation preferences set by their state housing agencies. In each MSA, the study first applied a hierarchical clustering analysis to sort all block groups into different types of neighborhoods using 1990 census data. The clustering analysis grouped together the neighborhoods that were similar in their social, economic, and housing characteristics.

Holding boundary constant, the study next calculated the social and economic changes for every block group from 1990 to 2000 using the Geolytics Neighborhood Change database. The changes in every LIHTC block group (the target group) were then compared with the median changes in non-LIHTC block groups in the same cluster (the control group). The comparisons were made on eight carefully selected indicators, such as change in unemployment rate, change in poverty rate, change in single-family mortgage approval rate etc.

Depending on how much differences have been observed between the target group and the control group on the eight indicators, the study identified four types of LIHTC neighborhoods.

Type 1: LIHTC Block Groups with the Most Positive Changes.

Type 2: LIHTC Block Groups with More Positive Changes.

Type 3: LIHTC Block Groups with Fewer Positive Changes.

Type 4: LIHTC Block Groups with the Least Positive Changes.

After classifying the LIHTC neighborhoods into the four categories, the study next tried to explain how LIHTC developments have contribute to these different neighborhood development paths. The study gave special consideration to Type 1 and Type 4 LIHTC neighborhood. In these neighborhoods, the study identified the individual LIHTC development for further investigation. Through additional archival research, site investigation, and interviews of property developer and managers, the study examined the characteristics of these individual developments and their neighborhood context. These detailed qualitative investigations, together with the aforementioned quantitative analysis, provided us a comprehensive assessment of the neighborhood impacts generated by the LIHTC developments.

Relevance of the work to planning education, practice, or scholarship

This project is highly relevant to planning education and scholarship. It will improve our understanding of today's most important low-income housing production program. More importantly, it will help inform policymakers and housing practitioners of ways to improve the LIHTC administration and produce the type of development that will generate positive neighborhood outcome.

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WHAT HELPS OR HINDERS NONPROFIT DEVELOPERS IN REUSING VACANT, ABANDONED, AND CONTAMINATED PROPERTY? FINDINGS FROM DETROIT AND CLEVELAND

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Many northeastern and midwestern American cities have experienced loss of population and industry that has resulted in property abandonment and an increase in amounts of vacant land. In areas where vacant, abandoned, and contaminated properties are concentrated, nonprofit organizations are the major real estate developers and the key actors in remaking the cities. Factors that help or hinder these developers' reuse of land are important in determining what they can accomplish and how they affect the city.

Comparison of Detroit and Cleveland, where demand for land is virtually identical, reveals factors that make a difference in nonprofit developers' capacity to reuse land; market conditions cannot explain the differences between the two cities. This study used large administrative data sets and geographic information systems to assemble data and determine the extent of reuse of vacant, abandoned, and contaminated property. In Cleveland nonprofit developers have reused much more vacant and abandoned land than in Detroit. Developers in both cities have reused little contaminated property. Interviews with many of those involved in the nonprofit development system were interviewed, and many documents were examined to understand reasons for the differences. Differences in the community development systems in the two cities help explain these differences in the record of land development. The systems include key differences in mayor and city council attitudes and support, development intermediaries' activities, and working relationships among those connected to nonprofit development. Nonprofit developers in both cities reused little contaminated property, in large part because so much uncontaminated land was available. The findings show how important legal, political, and social systems are in determining reuse of land regardless of demand for property and therefore suggest ways to affect these.

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DOES SUBSIDIZED HOUSING AFFECT LOCAL SCHOOLS?

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While proposals for new government subsidized housing aimed at low income families often face stiff resistance, community development practitioners maintain that such subsidized housing investments can help to transform distressed communities along several dimensions – lowering crime, enhancing community civic engagement, and improving public services, for example. Recent research helps to provide some support for the notion of housing as a tool for community development by finding that subsidized housing investments often lead to increases in the value of surrounding properties (see, for example, Santiago, Galster, and Tatian, 2001; Schwartz et al, 2006).

But virtually all of this work has focused on the impact of subsidized housing on property values. There is very little corresponding research exploring whether such housing investments are associated with changes in actual neighborhood conditions or local public services, such as the characteristics and quality of local public schools. In this paper, we aim to address this gap, by examining the extent to which publicly-financed housing investments result in changes in the quality of life in the communities in which they are

located. Specifically, we explore whether, and in what ways, the publicly-financed investments in rental and owner-occupied housing made in the late 1980s and 1990s by the City of New York have affected the characteristics and performance of local public schools. Using longitudinal data on schools, and linking them to the subsidized housing developments build within their attendance zones, we find evidence that housing investments do make a difference to schools.

The construction of new owner-occupied units generates the largest changes, perhaps because at least in New York City, they were bringing new, and higher-income, residents into distressed neighborhoods. The completion of new owner-occupied housing units is correlated with a decrease in the percentage of poor students and an increase in the share of white students attending the neighborhood public elementary schools. The construction of such housing is also associated with significant improvements in test scores at local schools. These results hold, even after controlling for demographic shifts in students and local residents. The improved academic performance, in other words, is not coming from the simple fact that after the new housing is built, the students attending the local schools are less poor. Investments in subsidized housing appear to be generating improvements in student performance, above and beyond their effects on the composition of students. We find similar, if less dramatic, impacts from the rehabilitation of subsidized housing units.

In sum, our results suggest that housing investments can powerfully shape local schools. The increases in property values due to the construction of owner-occupied homes and the rehabilitation of existing apartments do not appear just to be enriching property owners – they appear to be improving communities.

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[301]
UNIVERSITY DRIVEN REVITALIZATION IN INNER CITY NEIGHBORHOODS: A QUANTITATIVE EMPIRICAL ANALYSIS

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Patterns of neighborhood change around university campuses varies as do the revitalization programs of institutions of higher education. During the 1990s many institutions of higher education engaged in urban revitalization schemes and community outreach activities resulting in improved relations with their neighboring communities, economic development and urban revitalization. In recent years, these activities have become so commonplace; they now merit their own Carnegie Foundation classification. This paper seeks to present some findings from a comparative exploratory analysis into demographic and housing shifts near research universities in five cities between 1990 and 2000. Using a methodological framework for neighborhood revitalization first operationalized by Gale, this analysis will focus on census tract, city and MSA level data that measures changes in socioeconomic, education and occupational/employment in Philadelphia (the University of Pennsylvania), Chicago (the University of Chicago), Boston/Cambridge (Harvard and Northeastern Universities), Los Angeles (the University of Southern California); and Cleveland (Case Western Reserve University). These cases were chosen for further analysis due to their positions as common examples of effective university-community collaboration and institution-led redevelopment. Preliminary conclusions reveal that these resourceful institutions invested much in their communities but cannot be viewed as responsible for the widespread change and revitalization found in these places. The author will also present proposals for executing explanatory research on this topic.

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[302]
DO PLANNERS NEED TO UNDERSTAND HOUSING MARKETS?

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The UK, in line with some other countries such as the Netherlands, is building fewer houses than it has done in recent history at a time when economic and population growth, and demographic change has swelled the number of households. At the same time, there has been rapid house price inflation during the 2000s, causing affordability problems for an increasingly wide section of society.

Government and its economic advisors have been quick to highlight the links between low rates of supply and high prices (Meen 2005). Consequently, a raft of policy measures has been put in place to stimulate the rapid provision of new housing in the next 20 years.

Because some commentators have pointed to the over-restrictive nature of land-use planning as being a primary cause of low supply (Barker 2004), much attention has focused on speeding up the planning system to stimulate development; the introduction of market considerations into the planning and development control processes; and the designation of new planned settlements. More recently, government has set up an advice unit which has an aggressive, yet evidence based, mission to lobby for higher house-building targets

(NHPAU 2007). The planning system is now a key part of not only the delivery of, but of policy and strategy for, housing.

Critics of these measures point, inter alia, to conceptual deficiencies in the economic models that provide the rationale for housing growth, in both an operational sense (e.g. the lower estimates suggested by Bramley and Leishman 2005) and epistemologically (McMaster and Watkins 2006); the environmental consequences of growth (as Meen himself acknowledges); and also to the potential tensions inherent in injecting market considerations into a planning system normatively concerned with notions of spatial justice (after Pirie 1982).

Central to the debate appears to be the concept of affordability. The desire to set spatial affordability targets and to orient housing and planning policy around them is evident. Revisions to the land use planning system in the UK mean that great emphasis is now placed on assessments of housing demand and housing market conditions. Crudely put, planners are expected to understand the housing market in a way that is much more nuanced than the simple population-based 'predict and provide' approaches of the past.

This paper draws on recent experience of undertaking housing market assessments in a number of different contexts in the UK. It will consider some of the principle tensions that arise in planning to meet housing affordability objectives. It will also consider the difficulties encountered by planners in both researching complex changing housing markets and developing a strategic response to them. These include practical issues such as data and methods as well as the varying and often contested policy drivers for the negotiation of house-building targets.

In so doing the paper will draw some emerging conclusions about (1) the processes of regional planning and how such processes internalise debates about housing; and (2) the centrality to these debates of contested conceptualisations of affordability and the objectives of the spatial planning system.

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NEIGHBORHOOD DIVERSITY, METROPOLITAN SEGREGATION, AND GENTRIFICATION: WHAT ARE THE LINKS IN THE US?

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An important yet little understood aspect of gentrification is the extent to which it affects spatial relations between various social groups. This study employs two measures of gentrification to discern how it is related to neighborhood level diversity and metropolitan level segregation by race and class, respectively. We use entropy scores and the index of ordinal variation to measure neighborhood diversity and the information theory index to measure metropolitan level segregation. We find that gentrification appears to neither decrease nor increase neighbourhood level diversity. Rather, gentrifying neighbourhoods start out more diverse than other neighbourhood and remain that way over the study period. The relationship between metropolitan level segregation and gentrification is more tenuous, with some of our evidence suggesting that gentrification reduces income segregation and weaker less robust evidence suggesting gentrification increases racial segregation.

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[304]

THE ROLE OF HOUSING PARTNERSHIPS IN AFFORDABLE HOUSING

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In this paper, I explore the role of housing partnerships in affordable housing. Although the concept of partnerships is not a new one, there is hardly any study examining their role. The partnerships had arisen in major metropolitan areas such as Boston and New York (e.g. Massachusetts Housing Partnership, New York City Housing Partnership) in the mid 1980s in response to the housing crisis in the cities during the time (Rockefeller, 1986). Many partnerships have also emerged over the last two years in response to the recent housing crisis (e.g. Broward Housing Partnership in South Florida). Housing partnerships are public-private organizations (Riggin et al, 1992). There are 99 housing partnerships that are also 501(c)(3) organizations in the country, according to Publication 78 of the Internal Revenue Service (IRS). Although they could be nonprofits (i.e. 501(c)(3) organizations), they are distinctive from Community Development Corporations (CDCs). CDCs have a narrower geographical and functional focus as compared to the housing partnerships.

I examine three aspects of the partnerships: their function, their funding sources, and their impact on affordable housing construction. I examined the partnerships in major metropolitan areas, reviewing their annual reports and other secondary literature. I will be conducting a few expert interviews. The preliminary findings are as follows. Functionally, the partnerships have acted as umbrella organizations, mobilizing the for-profit, nonprofit, and the public sectors to prioritize the affordable housing agenda at the metropolitan level. Funding wise, the partnerships depend on their member organizations; in this, partnerships invoke their social capital to

mobilize their funding. The partnerships have contributed substantially to the affordable housing stock, and have also shaped local policies on affordable housing. The study holds policy implications in terms of including and supporting such housing partnerships for affordable housing delivery.

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[305]

DOES WETLANDS PROXIMITY MATTER ? EVIDENCE FROM CHATHAM COUNTY IN GEORGIA

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(THIS STUDY IS CLOSELY RELATED WITH MY DISSERTATION)

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This study is to estimate the impact of wetland proximity on housing values in Chatham County, Georgia using a two-level Hierarchical Hedonic Model. A few studies have examined the impacts of wetlands type and size on adjacent housing values using traditional hedonic regression model. But there is a great deal of inconsistency existing among their findings. The study consolidates all of previous research in order to eliminate some of the discrepancies. Furthermore, it applies a new modeling technique (e.g. hierarchical models) and measurements of wetlands characteristics (e.g. locations and quantities) to provide new insights into the problem. Single family sales records from Chatham County, and wetlands data from National Wetland Inventory are used to relate the sales of single family homes to structural characteristics, neighborhood attributes, and other relevant environmental variables. The hierarchical model consists of two level models. In the Level 1 Model, the housing price is a function of housing structural characteristics written as: $Y = X\beta + r$. The Level 2 Model is given by: $\beta = W\delta + u$. The combined model is written as: $Y = XW\delta + Xu + r$ (where X is the vector of structural variables; W is a matrix of predictors; β is a vector of neighborhood variables; u and r are error terms). Results indicate that the implicit value of wetlands proximity depends mostly on wetlands' locations. Rural wetlands or wetlands in floodplains have negative impacts on adjacent single home values; while urban wetlands have positive impacts on adjacent housing values. In addition, the results show that hierarchical models reduce the neighborhood effects, and increase the precision and accuracy of parameter estimates. The findings provide a strong rationale for local communities to protect their remaining wetlands, and also a useful part of the information base for local planners to make land use decisions.

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[306]

THE IMPACT OF SUPPORTIVE HOUSING ON SURROUNDING NEIGHBORHOODS

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Communities across New York City and around the nation commonly oppose proposals to open supportive housing in their neighborhoods because of fear that the housing will decrease the quality of life in the neighborhood, and lead to reductions in property values. This study aims to give supportive housing providers and local government officials the objective, credible information they need to guide policy decisions and to respond to opponents' fears and arguments. Using a difference-in-difference regression model to isolate the effect of supportive housing from more general macro and micro market trends and neighborhood variations, this paper examines the impact that almost 11,000 units of supportive housing created in New York City over the past twenty five years have had on their host neighborhoods over time. The analysis draws from three main data sources: 1) information for each supportive housing development built in New York City, including location, opening date and number of units; 2) a database listing all sales prices and key structural characteristics for all apartment buildings, condominium apartments and single-family homes selling in New York City between 1974 and 2005; and 3) address-specific data on all other types of federally and city-subsidized housing developments in the City.

In a preliminary analysis, we find little evidence that supportive housing facilities diminish the value of surrounding properties. We find evidence that prices of properties surrounding supportive housing facilities are lower than comparable properties in the same neighborhood prior to the opening of the facility, and that this gap tends to narrow following the opening of a facility. Specifically, the preliminary analysis suggests that modestly-sized supportive housing developments (which are typical in New York City) may have small, positive impacts on neighboring property values, though these positive impacts decline as project size increases. Very large facilities may have negative impacts on the surrounding neighborhood.

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REALITY AND MYTH: HOPE VI ON A RIVER CITY

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This paper aims to understand the impact of federal housing policy on the economic revitalization of communities and cities. This paper examines the impact of federal intervention programs like the Housing Opportunities for People Everywhere (HOPE VI) program on distressed and blighted communities. This focus on Newport is of even more importance since this city with a population of 17,000, located along the Ohio River across from downtown Cincinnati and situated within the greater Cincinnati and Northern Kentucky metropolitan region, is the smallest city in the United States to receive a HOPE VI grant. More specifically, how does Newport, Kentucky use local, state, and federal resources from the public and private sector to renew and revitalize its city and downtown?

HOPE VI is an urban revitalization program created in 1992 by the U.S. Department of Housing and Urban Development (HUD) that eliminates inadequate public housing that are products of the urban renewal style of the 1940's and 1950's, and demolishes and replaces the old public housing with homes in mixed-income communities through providing self-sufficiency services to the residents of the community through local government and non-profit agencies (Schwartz, 2006; Popkin, et al., 2004; HUD Manual, 1999; HUD, 2000).

Much of the literature emphasizes the success of urban economic development strategies, and liberal interventionist and conservative economic development and housing policies. However, little research has focused on the impact of HOPE VI on the overall economic development strategy of a city, and much of the literature has focused, including U.S. Department of Housing and Urban Development (HUD) studies, on many of the successes in the larger metropolitan areas, such as Chicago, Atlanta, San Antonio, New York, Seattle, Columbus, Ohio, and Baltimore (Salama, 1999; Popkin, et al, 2004; Schwartz, 2006; HUD, 1999; HUD, 2000), and less on the medium-sized and smaller cities, such as Newport.

Smaller cities should not be ignored or go unnoticed, because a city, large or small, must maximize their competitive advantage to bring business and economic development to transform city into an economic engine. Using a variety of qualitative research techniques, such as surveys, case studies, and interviews, and quantitative techniques using multiples sources of data, such as business startups, crime, and increases in property valuations, we want to measure the impact of HOPE VI on the economic development of Newport,

Kentucky. This paper will examine whether the HOPE VI program in Newport, Kentucky has played a role in reducing crime, increased business incubation and economic development in the downtown, improved the quality of life and satisfaction of the former public housing residents who participated in the HOPE VI program and its Community and Support Services (CSS), and contributed to the increase in property values.

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AN AFFORDABLE HOUSING PROGRAM IN TEXAS: LEARNING FROM THE DEVELOPING WORLD

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This paper aims at contributing to the debate on affordable housing and sustainable and more creative financial techniques in the US. This paper proposes that the US may learn from creative alternatives applied in developing countries. It refers to an empirical study of the Nuestra Casa Revolving Fund Program (NCRFP) in Starr County.

Lack of affordable housing in the US is, today, a critical problem. Income disparities have resulted on a serious concern for policy makers. In 2005 there were 5.24 million households identified as "worst case needs" in the United States (HUD 2006). Housing affordability is especially critical in colonias along the US-Mexico border. Colonias are characterized as areas with substandard housing, inadequate plumbing and sewage disposal systems, and low-income residents..

There is a consensus about the need of affordable housing when addressing sustainable communities. However there is not such a consensus about how to finance housing for the lowest income groups. Colonia residents, as most low-income groups, are less likely to use financial institutions for their housing needs (Hogarth & Lee 2000; Ward et al 2004). Two main issues reinforce this situation: first, low-income, low-educated, ethnic minorities are not generally credit-worthy from the point of view of traditional financial institutions as they are considered high-risk clients (Kennickell et al 2000; Lewis et al 1996). Second, as colonia residents build houses "incrementally", banks are reluctant to financially assist these projects.

It proves the validity of such an approach in the context of low-income marginalized communities in the US, comprised mainly from Hispanic population. A holistic approach frames this study in order to assess how financially, socially and economic feasible is a micro-credit in approach in conjunction with a revolving fund program in the context of very low income communities. We worked with different sources of data: first, the NCRFP database in order to evaluate the financial feasibility of the program; second, interviews with staff of the program and the NGO who deals directly with the community; third 173 completed surveys to colonias residents who received (and were denied) loans from the program; and finally we complemented our finding with focus groups and interviews with residents and loan office staff.

Our findings are optimistic as we found a program that can actually reach the very-low income group, as 70% of the clients are below what is considered poverty level in the area; besides we found low default rates; and a variety of improvements that show an evident impact on the quality of life of residents.

It is an undeniable fact the “high cost” of microlending, as the managing and administration costs of disbursement and collection of the loans is relatively high. However, a more sustainable approach to human development will posit that, in the long term, the objective should be to empower individuals rather than merely giving assistance to the needy. Is within this context that our sustainable analysis is framed. And we have observed in this study that the benefits of the program, in the context of poor marginalized communities in the US are evident.

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URBAN POLICY IN THE 21ST CENTURY:

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To mark Lyndon B. Johnson’s centennial, we will identify the major urban policies embedded in the Great Society and examine their legacy for today’s cities. We will trace many of the approaches that emerged from the Great Society and assess their long-term effects.

Our ultimate goal is to examine some of the choices open to the next President who will take office in 2009.

In many ways, the Great Society was a continuation of the New Deal. In the 1930s, the development of Social Security, the Federal Housing Authority, the Civilian Conservation Corporation, and many regulatory agencies changed the course of social policy. The economic emergencies of the Great Depression and the pressures of labor unions and progressive forces helped FDR promote the New Deal. Yet, poverty and racism remained. Thirty years later, the civil rights movement and other political activists influenced LBJ to launch vast array of social programs. The Great Society addressed poverty (LBJ declared a war on it), education, medical care (Medicare and Medicaid), urban problems (HUD, Community Action Programs), and transportation.

The Great Society programs constituted the most active level of federal intervention in cities in the country’s history. Although a federal presence in urban policy was significant in the New Deal, the breadth of programs and level of funding during the Great Society far exceeded previous federal interventions. The level of federal intervention and transfer of federal funds to cities has declined since the Great Society. Even Democratic presidents did not a return to any of the programmatic emphasis on cities similar in scale to the Great Society. But, some of the forms of federal government initiatives of the Great Society, such as community-based strategies, have proliferated, albeit with very limited federal support.

A significant element of the Great Society was the restructuring of the federal government (Housing and Urban Development 1965; Department of Transportation, 1967; Environmental Protection Agency, 1970; Economic Development Administration, 1965; Office of Economic Opportunity, 1964); also, the OEO and other anti poverty efforts were initiated to meet the unattended challenges of an urban society. Many state governments adopted similar governmental structures.

Today, new challenges have emerged with the metropolitanization of the US. The extensive patterns of con-urbanization (cities expanding into adjacent cities) present new public policy issues, from infrastructure planning—such as public transportation or wi-fi telecommunications—to regulatory issues generated by negative externalities, as in public health and the environment and growth management. Simultaneously, cities must grapple with very complicated issues of human capital development, health, public safety, and neighborhood stability. There are also equity issues among cities’ residents, especially for those from disadvantaged backgrounds. A long-term challenge, high levels of residential segregation and concentration of poverty found in cities, remains. The challenges in cities and metropolitan areas continue to be among the most significant public policy issues, even though these are not significant elements of the national public policy debate. We will examine the urban programs—both place- and people-focused—that came out of the Great Society and ask several questions:

- 1) What was the overall approach of the Great Society? What were the unique features of programs did LBJ put forth? What became of Johnson’s programs after he left office?
- 2) How did later administrations approach urban policies in light of changes in cities in light of urban change (e.g., continuing decentralization) and political realignment (e.g., the conservative ascendancy)?
- 3) What does urban policy look like today and what options are open to the next president?

We will provide an interpretative history of the evolution of the federal role in urban policy. We will start with a characterization of today's urban challenges and the multiple roles of the federal government in urban development. We will trace them backwards, in terms of the evolution of economic geography and of urban policy. In addition, the move to a decentralized public sector, advocated in part as a reaction to the centralizing impulse of the Great Society but more recently fully embraced by the Democratic party, will seek to examine the efficacy of a decentralized urban policy, an option available during the Great Society but not embraced.

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[310]

THE "NEXT CIVIL RIGHTS MOVEMENT"? COMPETING VISIONS TO REDEVELOP NEW ORLEANS AFTER HURRICANE KATRINA

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My research analyzes the social movement narratives used by eight individual members of a multi-ethnic, multi-generational activist network overseeing four community redevelopment projects in post-Katrina New Orleans. Beginning shortly after the storm, these activists - now leaders of national organizations - constituted a resource channel (Diani 2003) for post-disaster redevelopment. The storm was a focusing event (Birkland 1998) for these elites, who re-connected to collaborate after Katrina, and redirected substantial and unprecedented material resources to the Gulf Coast (e.g., (e.g., Ferguson and Stoutland 1999). This small group had over \$1B in material resources between them to invest in the city, and together represented partnerships with all levels of government, and major indigenous and national institutions steering Gulf Coast recovery. This network crafted a common narrative of "protest" and "struggle" and a collective action frame (Benford and Snow 2000) in which Katrina was an opportunity to redress enduring racial and economic inequality in cities, while reinvigorating the social movements of the 1960s and 1970s, bridging them with grassroots activism today. Yet, network members also invoked divergent, conflicting models for community organizing and development (Dreier 1996), especially regarding how to incorporate urban communities' identities, participation, control and self-reliance. This disagreement stood to impact plans' legitimacy and viability. Ultimately, network members leading with community organizing had far fewer material resources to contribute; adopted plans stressed neighborhood physical redevelopment via external resources and control, with community organizing as a secondary ingredient. Enduring, pre-storm urban divisions such as those between organizing and development were reinforced. I use ethnographic data collected from September 2005 through September 2006 and interviews conducted in 2008 to explore how their common frames yet different experiences as activists shaped their approach towards post-Katrina redevelopment. This variance, in addition to their different organizational resource mobilization capacities, has strongly influenced their approaches to redevelopment. This research allows for a comparison of theories of collective action, and makes an empirical contribution to the community development literature by examining cultural frames and

narratives as mechanisms that explain action. Insight into these narratives also deepens our understanding of the contested politics in urban redevelopment after disasters. This proposal is part on my on-going dissertation research. Dissertation Advisor: Prof. Diane Davis, MIT; dedavis@mit.edu

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MIXED OUTCOME COMMUNITIES: SOCIAL OUTCOMES IN A BOSTON MIXED INCOME DEVELOPMENT

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Previous research on mixed income housing developments suggest limited prospects for cross class interaction. Reviewing participant observation data from a HOPE VI mixed income housing development in Boston, Massachusetts, this paper focuses on the occasional interaction among income groups. The infrequent interaction is nonetheless illuminating, suggesting occasions and opportunities for improved interaction and implementation. Several theoretical propositions form the foundation of the strategy of using mixed income developments as a means to confront urban poverty. Scholars maintain that the presence of higher-income residents provides (1) increased social capital for low-income residents, (2) informal social control leading to safer and more orderly communities for everyone, (3) direct or indirect role modeling of social norms for work and behavior, and (4) gains for the broader community through enhanced engagement of political and market forces. This research, based on participant observation, semi-structured interviews and document analysis suggests that institutional actions and implementation are much more central to achieving these goals than previously recognized.

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THE CHICAGO LOW-INCOME HOUSING TRUST FUND: EVOLUTION, PERFORMANCE AND PROSPECTS

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The shortage of affordable priced housing continues to be one of the most significant challenges facing low and moderate income persons in the United States. In 1990, about 29.9% of the nation's households did not live in affordable ownership or rental housing; in 2000, this proportion remained almost unchanged at 30.1%. By 2005, in spite of the highest homeownership rate the nation had ever witnessed, leading national newspapers reported that housing affordability was at its worst level since 1990. That the nation continues to face a shortage of affordably priced housing, regardless of the political philosophy of its leadership and through long periods of economic prosperity, is an indication of the chronic nature and complexity of this crisis and the difficulties involved in making even marginal progress towards addressing it.

Since the late 1970s federal financial support for affordable housing programs has significantly declined. Increasingly state and local governments have tried to step in to fill the resulting void. A housing trust fund is a strategy for developing affordable housing with non-federal funds that has been implemented in over 275 communities scattered across the nation. While the strategy is becoming increasing popular among state and cities, there is no assessment of the efficacy of housing trust funds in addressing the shortage of affordable housing.

In this article we provide a qualitative assessment of the performance of Chicago's Low Income Housing Trust Fund (CLIHTF). Created out of conflict between various local interest groups in 1989 and sustained by the city's commitment to housing for all residents, this trust fund has evolved into a sustainable mechanism for producing new affordable housing for very low-income residents in Chicago. We first provide a brief history of the issues leading up to the trust fund's creation, and then describe several programs funded by the CLIHTF. We follow this with a more detailed analysis of the trust fund's largest program, the Rental Subsidy Program. Specifically, we compare the number of units produced, subsidy per unit, location of units and income groups served by the Rental Subsidy Program with housing made available through the Low-Income Housing Tax Credit and Housing Choice Voucher programs in the Chicago region.

In our analysis, we use program data from the CLIHTF and partner agencies as well as the Chicago Housing Authority, and combine this with data from the U.S. Census Bureau.

We believe that our findings would help communities that have housing trust funds to be better informed about ways to maximize benefits from them. Our findings could also bolster the efforts of housing advocacy groups to create new trust funds in communities that don't have them.

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DECLINING RETAIL IN INNERCITY NEIGHBOURHOODS IN LONDON. BUSINESS IMPROVEMENT DISTRICTS STRATEGIES IN URBAN REGENERATION PROCESSES

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Retail has always played an extremely relevant role in cities, not only in contributing to their economies, but also in shaping their physical and social organization. More recently, changes in the retail landscape of cities have tended to bring high levels of market concentration on one side and the decline and even impoverishment of small retail opportunities on the other.

The aim of this paper - based on the recent findings of a research project funded by the Municipality of Milan - is to focus on the social and physical geographies of retail to revisit questions about the role of retail in sustaining and stimulating declining neighbourhoods in London. In recent years, marked polarisations of retail opportunities have emerged throughout the city. The main result is that many communities are no longer able to cater for the needs of their residents and will lose important community reference points, as small shops play a relevant role in providing opportunities for social interactions.

This has led to vibrant policy debates and how retailing is represented in these policies is an important component of the planning response. Central to this response has been the adoption of the Business Improvement Districts (BIDs). These are newly introduced forms of business-led partnerships, where the priority is to attract people back from out-of-town shopping, investing in the improvement and management of a clearly defined commercial area through an additional levy applied to all local ratepayers. While the impact of the BID mechanism on the governance of retailing areas is relatively clear, what is less evident is whether they are providing a long-term regenerating solution to declining neighbourhoods.

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IMMIGRANT CLUSTERS IN U.S. SUBURBIA

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Suburbs are the new immigrant gateways of the U.S. (Singer, 2005). In a recent report by the U.S. Census Bureau, 40 percent of immigrants by-passed central cities and in-migrated directly to the suburbs (Roberts, 2007). This paper examines the spatial pattern and ethnic makeup of new suburban immigrant settlements in 18 consolidated metropolitan statistical areas (CMSA) of the U.S. After identifying suburbs with a concentration of immigrants, I used census tract level data for more than 10,000 suburban tracts to outline a detailed immigrant neighborhood grouping based on a principal component analysis, subsequent grouping of component scores, and cluster analysis. Case studies of each immigrant neighborhood grouping were conducted to examine the intricate nature of immigrant suburbanization. The results indicate that there is a complex socioeconomic and ethnic pattern of immigrant suburbs in the metropolitan U.S. This pattern is based on factors of class,

education, housing characteristics, race, ethnicity and nationality. This paper calls for the development of varied planning and policy options for new immigrant suburbs in the U.S.

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THE EFFECT OF SCHOOL QUALITY AND SPENDING ON HOUSING CHOICE

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Several hedonic models have identified important characteristics that define school quality and linked them to housing values. Yet few studies have tried to link housing development over time with the school quality in that neighborhood. This paper presents an empirical analysis of the effect of school quality on housing choice in 40 school districts in North Carolina. School quality is measured as standardized test scores whereas housing choice is measured as new housing units built between 1990 and 2000.

In the first step, we analyze a spatially diverse dataset of public high schools, their characteristics and that of its immediate and adjacent neighborhoods (immediate neighborhood of a particular school is based on local agencies' delineation of sub-districts within a larger unified school district). Other variables of interest include enrollment, school funding, distance from school, average age, rent and value of housing units in the neighborhood, and demographic characteristics such as education, income and race.

The first step involves ordinary least square regression to identify the coefficients of independent variables, mostly school and neighborhood characteristics. In the next step, as school quality can be argued as endogenous, we use a 2-stage least square regression model to test the endogeneity school quality and identify the significant variables (mostly based on 1990 neighborhood conditions or earlier). The research will thus control for factors such as neighborhoods that were previously "built-out" (supply constraints) or had lower growth rate in the region. The results show that new housing development has a weak relationship to school quality and school quality is indeed endogenous and depends on income and other demographic characteristics of the neighborhood.

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EVALUATION OF THE IMPACT OF PRIVATE INVESTMENT ON URBAN NEIGHBORHOOD DEVELOPMENT: A CASE STUDY OF THE THIRD FEDERAL SAVINGS AND LOAN REDEVELOPMENT IN CLEVELAND, OHIO

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This study aims to evaluate the impact of private investment by a local thrift institute for a distressed urban neighborhood. This initiative was described in the Broadway Development Initiative as “a synergistic investment, an effort driven by the private sector to identify and create synergy among investment by neighborhoods and other stakeholders”. The investment was done from 1997 to 2001, leveraged by the public investment. Because government public resources for community development are not sufficient, it required leveraging the private investment for the revitalization of neighborhood. The involvement of private sector is one of the successful evidences for the public investment for neighborhood development. However, the research for measuring the impact of private investment on neighborhood development has rarely been conducted so far.

In order to identify the impact, this study applies a Hedonic model, which contains two control variables: housing structure, neighborhood characteristic and two impact variables: time effect (pre-, during, and post-investment) and spatial effect (target, contiguous, and comparison area). The housing price is used as an indicator of community development. Its conceptual framework is largely based on Galster's evaluation model. The data of single family house sales in the City of Cleveland from 1987 to 2006 are used for the analysis.

This study is a quantitative analysis which contributes to identifying the impact of private investment on an urban neighborhood. This study may encourage private parties to invest their funds for the revitalization of their neighborhood and help local governments to establish a more effective community development strategy with private participation based upon evaluation results.

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HOUSING PREFERENCES OF KEY GROUPS IN THE HELSINKI METROPOLITAN AREA

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The Helsinki area is growing and sprawling as more inhabitants are continuously moving further from the core city looking for more affordable and more spacious housing. This paper looks at housing preferences and locations of certain professional key groups in Helsinki metropolitan area. The groups studied with both qualitative and quantitative methods are the ICT and art & design professionals on the other hand, and on the other hand specific key workers of the city like nurses and firemen. What are the housing preferences of these groups and how are they located in the urban area? Are there identifiable cultural patterns that these groups follow in their housing? What are the demands for housing policy to gain a more sustainable metropolitan structure?

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MORTGAGE MARKET EXCESSES, PROPERTY FLIPPING, AND PROPERTY TAX FAIRNESS

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Local property tax assessors are charged with developing fair and equitable appraised values for land and improvements for the purposes of calculating taxes due. Sales fraud (sometimes called by a term, mortgage fraud, that refers to a large class of fraud) is a phenomenon that has grown in magnitude in recent years and that has potential implications for assessment reliability and fairness is sales fraud. Sales fraud typically involves a fraudulent fee appraisal that overestimates the value of the house, which in turn allows for an inflated purchase price and the obtaining of a large mortgage loan, which generally goes into default quite quickly. In such schemes, the buyers are often not individuals who intend to live in the home. One result of such fraud is that the sale price of the home is typically much higher than true fair market value.

The growth of subprime and alternative mortgage lending, especially since 2001, and the automation and delocalization of valuation and underwriting processes created a more conducive environment for such fraud. Some loan products can be particularly facilitative of such transactions, especially stated-income loans, which require no documentation of the borrower's income (Sharick et al., 2006). There is no comprehensive measure of sales fraud. However, sales fraud is a subset of mortgage fraud, reports of which is tracked by the Treasury Department and the FBI. Suspicious activity reports (SARs) involving mortgage fraud grew from just over 5,000 in 2002 to more than 25,000 by 2005. This increase was contemporaneous with the explosive growth of subprime and alternative mortgage

lending –especially the very large growth in stated income loans – over this same period.

If sales fraud is common in an area, it can increase the assessed values in a neighborhood, especially if such transactions constitute a significant share of arms-length sales in the area. This is expected to lead to higher comparables overall in such areas, in turn leading to high assessment ratios for those properties not involved in sales fraud.

This work will inform the literature on land value and property taxation, especially that dealing with the uniformity of assessments over different types of neighborhoods and geographic submarkets. Some research has suggested that lower-priced properties are more likely to suffer from higher assessment ratios (Ihlanfeldt, 1982; Sirmans, Diskin and Friday, 1995). Weber and McMillen (2006) also find evidence supporting higher assessment ratios for lower-priced properties, but, after addressing measurement and specification error, they find substantially smaller levels of regressivity than other studies. But explanations differentials remain and few explanations for these differentials have been developed.

The finding of higher assessment ratios for lower-priced properties has implications both for social equity, as lower-priced homes tend to be owned by lower-income households, and for neighborhood welfare, as lower priced homes tend to be clustered in lower-income neighborhoods. The higher assessment ratios lead directly to a greater regressivity of the property tax and may discourage investment in lower-income neighborhoods relative to higher-income ones.

Using property sales data for Fulton County, Georgia (Atlanta), an indicator of sales fraud will be developed based on knowledge of typical fraudulent property flipping schemes and initial analysis of repeat sales activity. For example, sales fraud might be considered likely if the sale is characterized by the following: a) less than one or two months between the sale and the previous sale and b) a relatively large proportionate increase in price given the time since the last sale. I will analyze and map the prevalence of likely sales fraud and inspect such patterns for implications for tax fairness and potential barriers to development.

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ROUNDTABLE - THE MORTGAGE MESS: ORIGINS, IMPACTS, AND PROSPECTS FOR RECOVERY

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By the summer of 2007, the word “subprime” went from being an arcane piece of mortgage banker jargon to a core part of American home economics lexicon. The seemingly endless run-up of housing prices in many major U.S. cities had stalled. The vertical disintegration of mortgage markets had finally caught up with investors, and the bicoastal buoys that had compensated for foreclosure problems in the Midwest and the South had now begun to deflate.

In this roundtable, we will discuss the origins of the U.S. mortgage crisis and opportunities that may have been missed to prevent or moderate it. We will consider implications for regions, cities, and neighborhoods of the unwinding of high-risk mortgage markets, and speculate on the long-term spatial implications of the crisis and its aftermath. We will also consider trends and problems in European mortgage and finance markets. Finally, we will consider the implications for U.S. urban policy more generally, which in recent decades has included a major thrust towards expanding homeownership rates. Some key questions that we intend to address include:

- 1) What long-term and more proximate factors contributed to the U.S. mortgage crisis? Which factors were most critical?
- 2) What features of U.S. mortgage markets made them unstable vis-à-vis home finance systems in other developed countries?
- 3) What problems have there been in European mortgage markets? Have investment losses or the U.S. experience impacted European housing finance?
- 4) Did global capital flows fundamentally exacerbate the instability of U.S. mortgage markets? How do the global circuits of mortgage capital differ from the mortgage lending circuits of the early and mid-20th centuries? Were those systems fundamentally superior to the modern U.S. system? Did they have disadvantages?
- 5) What have been the implications of the mortgage crisis for cities across the U.S.? Have some areas been hit harder than others? Are the dynamics of foreclosure problems different in different regions or different types (e.g., hot vs. cold) of housing markets?
- 6) How have state and local governments responded to the crisis, in terms of: 1) mitigation and prevention of foreclosures; and 2) recovery of local communities from foreclosures and any associated vacant or abandoned properties.
- 7) What are the prospects for further federal policy developments?

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NEIGHBORHOOD MOBILITY DUE TO POVERTY: A THRESHOLD PERSPECTIVE

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Due to the severe incidence of poverty, unemployment, housing shortage and rapid growth of urban population; the slum and squatters (pocket poverty zone) are quite common in Bangladesh. Through increasing the inequality, crime rate, socio-political tension;

these pocket poverty zones (PPZs) can create significant impacts on the mobility pattern of the urban dwellers living close to these PPZs (Freeman and Botein 2002; Freeman 2003). This paper has dealt with two perspectives of the impact of the PPZs on residential mobility. Firstly, to analyze the effect of PPZs on residential mobility pattern, a two-step model is proposed where the mobility is defined as a function of tension level of the household (HH) and ability to move out (Rosenbaum and Harris 2001) of current location. Furthermore, mobility can also be influenced by some kind of magnetic force (i.e. sickness of a family member) that holds the HH at the same location even if the tension and ability is relatively higher (Moore 1986). Three models are developed to identify the probability for ability and magnetism and the predicted category of the tension level. The combined probability was calculated using binary logistic regression taking the results of previously stated models as independent variable. The socio-political reasons have proved to be the most prominent factors influencing the mobility pattern of the slum and non-slum dwellers. Some other factors like; house rent, educational status etc. also seem quite influential in decision making. However, probability itself does not indicate any specific point (hereby called "threshold of mobility") crossing which people would change their residence. At the second part, isotonic regression and reduced isotonic regression used to identify the change points (threshold of mobility) representing significant change in the mobility related behavior. The spatial disparity of the socio-economic conditions has proved to be the most influential determinant for the residential mobility. The "threshold of mobility" tends to increase with the decrease of the income level. The poor has proved to be more mobile than the non-poor. This study suggests that employment focused comprehensive housing plan for the poor at the local and regional scale can be the effective tool to minimize pessimistic impacts of PPZs.

Relation between abstract and my Doctoral proposal: drawn from a part of my doctoral dissertation. Supervisor:

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DO NEIGHBORHOODS ASSIST NEIGHBORHOODS? AN EVALUATION OF FLORIDA'S COMMUNITY CONTRIBUTION TAX CREDIT PROGRAM
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The Neighborhood Assistance Program (NAP) is a program designed to motivate private corporations to contribute resources to assist community development projects performed by Community Development Organizations (CDOs). In order to stimulate private corporations' participation, state governments provide tax credit

incentives to the private sector. Florida's Neighborhood Assistance Program, which is officially named 'the Community Contribution Tax Credit Program (CCTCP)', has operated since 1980. Currently, the program grants 50 percent of tax credits to private partners, who made a contribution to eligible CDOs.

This research aims to review whether the decision of the tax credit depends on organizational characteristics. By comparing and contrasting CDOs who created partnerships under the CCTCP and those who did not, this study will explore how successfully the program has been implemented. The followings are the main research questions for this research.

- 1) How do organizational characteristics determine the success of NAP-initiated partnerships?
- 2) Are there any systematic barriers to access the program?
- 3) Are tax credits allocated fairly and broadly?

The main data for this study was collected by conducting a survey of CDOs, which were designated as eligible sponsors for tax credit in fiscal year 2006/2007. A total 68 out of 107 CDOs responded to a mail survey conducted from Oct. 2007 to Dec. 2007. Moreover, The Executive Governor's Office of Tourism, trade and Economic Development in Florida provided tax credit data including names of projects sponsors (CDOs), names of private firms and the amount of allocated tax credits.

The results of ANOVA, Chi-square, and Gamma tests illustrate that some organizational characteristics, especially financial and human resource variables, are significantly associated with the success of creating partnerships with private corporations to receive the CCTCP tax credits. Moreover, it is observed that a large number of tax credits are allocated to a small number of CDOs and to certain type of CDOs, especially Habitat for Humanity affiliated organizations.

The implication of this study can be extended to other states to introduce flexible Public-Private Partnership programs. Moreover, finding out how successfully the NAP has been implemented along with its goals will provide references for generating future Public-Private Partnership policy frameworks for enhancing benefits of low-income communities.

"This is drawn from an almost completed dissertation"
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PUBLIC HOUSING REDUX: CLEVELAND'S MIXED-INCOME HOPE VI

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In 1993 the U.S. Congress appropriated the first funds for what was originally known as the "Urban Revitalization Demonstration" and which is now known as HOPE VI. The program was created in response to recommendations of the report of the National Commission on Severely Distressed Public Housing to fund an initiative in the U.S. Department of Housing and Urban Development (HUD) that would replace the most distressed public housing through a comprehensive and holistic approach that included physical improvements, resident self-sufficiency, management improvements, and local decision-making. Local housing authorities apply for HOPE VI funding on a competitive basis. Between 1993 and 2006, HUD awarded a total of 609 revitalization grants which total approximately \$6.3 billion in 193 cities. The Cuyahoga Metropolitan Housing Authority received grants to revitalize five public housing sites in the city of Cleveland; buildings (CMHA) on two sites, Riverview and Valleyview, were to be demolished and replaced with mixed-income housing.

Both Riverview Homes Estate and Valleyview Homes Estate are located on the west side of Cleveland where a minority of the city's public housing is located. These are areas where whites make up the predominant population while the rest of the city is predominantly black. A court order prohibits the housing authority from locating public housing in places that would contribute to racial segregation of blacks -- who make up the majority of public housing families. In 1996, CMHA launched the HOPE VI Revitalization Program in Riverview Homes Estate with plans to level the site and rebuild with structures housing a mixed-income population. For various reasons, including site quality and community dissonance, this project has been halted since the clearance of the existing units.

The HOPE VI project in Valleyview Homes Estate began in 2003 with similar plans to ultimately house a mixed-income population. This project was uniquely poised to meet three of the major objectives set by HUD in designing the program: reducing the concentration of poverty in which low-income families resided, helping to improve the surrounding neighborhood, and building sustainable communities. After complete demolition of the deteriorated Valleyview buildings, this HOPE VI project sought to achieve these objectives using a strategy that combined a mixed-financing development strategy and a mixed-income residential population. Renamed Tremont Pointe, the new site offers market rate units, tax credit units, and public housing units. The first residents moved into the redeveloped site at the end of 2007.

This paper is based on an ongoing evaluation of the Valleyview HOPE VI Project (Tremont Pointe) which considers the extent to which this project is achieving its initial objectives. It reveals that all residents relocated for the project were ostensibly eligible to return to Tremont Pointe, yet some of them are no longer on the authority rolls. Moreover, a sizable number are not returning for other reasons including ineligibility (failing to meet criteria) and the desire to remain where they were relocated. The social and economic status of the original residents is presented and compares the conditions of those returning to the renovated site and those remaining in public housing or other subsidized housing. Finally, the paper reports on the

efforts to achieve and maintain a mixed-income development located in a racially and economically diverse neighborhood.

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RURAL LAND BANKING: THE POSSIBLE EXTENSION OF A URBAN REDEVELOPMENT STRATEGY TO A NEW MARKET FOR THE CONSTRUCTION OF AFFORDABLE HOUSING

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For more than thirty years, urban land banks have sought to revitalize vacant and abandoned properties. Properties acquired by these land banks have been put to a number of uses, including for the development of affordable housing.

The problems associated with vacant and abandoned properties are not unique to urban land markets, nor is the scarcity of quality affordable housing. However, few tools, both legal and financial, are available to rural governments for the redevelopment of these abandoned and underutilized properties.

This paper describes the rural affordable housing crisis and envisions the use of land banking as a tool to convert vacant and abandoned properties in rural area to affordable housing. Model legislation is proposed to enable cities of smaller sizes or, in the alternative, regional governments in rural areas, to engage in land banking.

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SOCIOECONOMIC POLARIZATION AND DWINDLING HOUSING SECURITY OF LOW- AND MID-INCOME HOUSEHOLDS IN KOREA: ITS IMPLICATION FOR HOUSING POLICY

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As new information and communication technology rapidly polarizes labor market, low- and mid-income households face dwindling housing stability. In consequence, even mid-income households can easily slip down to lose their shelter. Housing loss tends to accelerate drastically the vicious circle of poverty in Korea. In turn, it worsens socioeconomic polarization.

The current housing policy of Korea focuses on those who are being (extremely) poor and help people after they lose their shelters. I suggest that we urgently need additional active preventive measures which protect housing stability before people lose their shelters, especially in the era of the middle class collapse.

This paper examines the causes which increase labor market polarization and analyze the characteristics of the polarization in Korea. Then, it suggests an alternative perspective to view the poverty as a dynamic process because viewing poverty as a static outcome is limited in protecting people from housing loss which triggers the vicious circle of poverty. Lastly, it reviews incumbent policy options in Korea and discusses alternative policy options to enhance the housing stability in Korea in the fluctuating era.

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URBAN GREEN SPACES: A PLACE FOR COMMUNITY INTEGRATION? THE CASE OF GREATER MANCHESTER, UK

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The condition of the immediate surroundings is imperative for the well-being of individuals and the presence of good quality green spaces in cities is particularly important for their residents (Kuo et al., 1998). Not only have they stress-relieving and restorative qualities; they also are accessible "social arenas" that create opportunities for informal contacts between people (Gehl, 1987). Urban green spaces represent "home" as well as "the world" (Amin and Thrift, 1995): interactions among the area residents help to build local identity (Greenbaum, 1982), while exposure to different cultures can help to appreciate the multiplicity of identities and integrate the dispersed society (Madanipour, 2001). Consequently, presence of easily accessible semi-natural green spaces is seen as crucial in areas threatened by social exclusion and community disintegration.

This paper investigates green space provision in such areas in the Greater Manchester conurbation, UK and discusses the potential of spatial planning to improve this provision. Firstly, the spatial census units in Greater Manchester were located along the axes of material deprivation and community cohesion. Secondly, the green spaces in Greater Manchester were surrounded with 300m buffer using the Geographic Information Systems. The proportion of addresses in

areas of different material deprivation and community cohesion levels within this buffer was recorded.

Surprisingly, the results indicate no significant association between material deprivation and access to green space. Conversely, community cohesion has a strong negative correlation with presence of accessible natural green space. Therefore, the green spaces provision is inadequate in the areas threatened by social conflict where they could act as neutral, common ground for different communities.

These results contribute to the knowledge about inner-city environments and indicate priority locations for creation and enhancement of green spaces. However, the actual planning for green spaces is conditioned by numerous threats and opportunities. While the national planning guidance documents emphasise the importance of green spaces and recommend provision standards, the uptake of Green Infrastructure concept among local authorities is slow and the application of standards for green space provision – limited. The role of spatial planning in the UK is seen as a collaborative delivery vehicle for 'place shaping', yet the relevant implementation mechanism (Area Action Plans) is lengthy. Meanwhile, the uncertain revenue of green spaces means that they often cannot withstand the profit-oriented regeneration initiatives and housing density demands. This disparity between national priorities and local-level execution needs addressing and this can be partly achieved by establishing a stronger evidence base for the community integration benefits of green spaces in inner-city areas.

The proposal has been drawn from an almost completed PhD dissertation.

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SUBSIDIZED HOUSING POLICY IN THE UNITED STATES

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Addressing the unmet housing needs of low- and moderate-income citizens of the United States remains a serious policy issue. Despite more than eight decades of federally-subsidized housing programs, millions of Americans cannot afford decent housing. Low-income renters, particularly African-Americans and Hispanics, are especially affected. The most egregious example of the housing affordability

problem are the homeless. This paper will review subsidized housing policies and programs in the United States, both looking back and analyzing the magnitude of the problem in 2008 according to the latest available data. The co-authors will organize the paper as follows:

1. The definition of "affordable" housing by income levels and household size;
2. The origins and evolution of subsidized housing programs (beginning with the Depression-era federal programs like public housing);
3. An overview of current federal subsidized housing programs and policies;
4. Conventional public housing, including the HOPE VI program;
5. Section 8/Housing Choice Vouchers;
6. State and Local Housing Trust Funds/proposed National Housing Trust Fund;
7. State and Local Inclusionary Housing Programs
8. Non-profit housing providers/Low-Income Housing Tax Credit projects
9. Housing in the national election of 2008 and possible future policy changes

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THE TRADE-OFF BETWEEN LOCATION AND HOUSING QUALITY IN RESIDENTIAL LOCATION DECISIONS

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According to the conventional residential location model in urban economics, households choose their homes through the trade-off between commuting cost and land cost (Alonso, 1964; Mills, 1972; Muth, 1969). The change in American urban structure from the monocentric city to a more polycentric city has made the simplest version of this model indistinct. In addition, the relative affordability of automobiles and the dramatic improvement in transportation systems have made commuting costs less important. The diversity of modern lifestyles also means that there are more variations in individual preferences for different aspects of home and location. Many studies have focused on these other aspects of the residential location decision, including for example, school quality, housing

preferences, neighboring and other factors given less consideration to commuting as a major determinant of residential location (Giuliano and Small, 1993; Kim and Morrow-Jones, 2005; OHRN, 1994). The recent studies, however, are limited to describing only households' preferences, and do not provide a strong theoretical model to explain those preferences. Phe and Wakely (2000) have attempted to overcome these limitations by introducing the concept of housing status (based on the society's value system) to residential location decisions. They define housing status as a marker of social status, where social status is defined by wealth, income, religion, education, and so on, depending on the values of the society. They argue that residential location is determined by "a trade-off between a desirable status and an acceptable level of dwelling quality (p.19)."

Phe and Wakely did their analysis in Vietnam, but it is common in the US to use one's housing as a reflection of one's status (Adams, 1984, Rowles, 1993). In the US such status is generally associated with the location of the house at least as much as the quality of the house. We operationalize the concept of housing status with measures of the status of a location. A preferred location is a neighborhood or an area to which people are attracted by the area's socio-economic characteristics and in which they expect an increase in property values. This latter point is particularly important in the US context, where households expect to own multiple homes and treat these owned homes as investments with expected rates of return (Morrow-Jones, 1998). We hypothesize that households choose their residential locations through a trade-off between a preferred location and desired housing characteristics, for example choosing a smaller home in a very high quality school district rather than a similarly priced larger home in a poorer school district. We further hypothesize that different categories of households will have different preferences and thus make different trade-offs. For example, households with children are more likely to prefer a location with good schools but they may have to tradeoff the size or quality of house they can afford in that location in order to stay within their budget constraint.

Preferred locations may include such characteristics as good schools, safety, shorter commuting distance and/or time, new housing, higher social status resulting from the other residents, local history, etc. These are the variables that we use to measure characteristics of the location. To measure housing quality we use standard variables such as age of the house, the number of bedrooms, the number of bathrooms, the square footage of the house, and the square footage of the lot. The data set used is the 2006 deed transfer data set and related repeat homebuyers' survey done in the greater Columbus, Ohio metropolitan area. We use hedonic price models to explore the various trade-offs by different types of households. The conceptualization of housing status is one contribution of this work and the empirical analysis of the different trade offs of different categories of households provides a second contribution.

This proposal was partly drawn from Moon Jeong Kim's dissertation proposal in the work with Dr. Hazel A. Morrow-Jones (morrow-jones.1@osu.edu).

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**FROM FEDERAL POLICY TO URBAN STRATEGY:
TRAJECTORIES OF PUBLIC HOUSING IN U.S. CITIES**

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Local governments in large cities mediate the impact of national policies on urban residents; in doing so, they must navigate changing, ambiguous policy environments. In the United States, for example, federal policies have reduced funding for cities in recent decades. As the federal government's role wanes while continuing to shape urban environments, scholars and planners alike need a clearer understanding of the range of considerations that inform local governments' actions in policy areas where federal and local influences commingle.

Different disciplines offer alternative predictions about the behavior of implementing organizations in changing, ambiguous policy environments. Resource dependence theory, drawn largely from economics, predicts that organizations will gravitate toward strategies that sustain them financially and politically (e.g., Pfeffer and Salancik 1978). The sociological concept of institutional isomorphism predicts that organizations will pursue strategies that their peer organizations consider appropriate and desirable (e.g., DiMaggio and Powell 1983; Powell and DiMaggio 1991). The policy implementation literature from political science and public administration suggests that implementing organizations respond to a combination of stakeholder politics, organizational leadership and staff sensibilities (e.g., Pressman and Wildavsky 1973; Lipsky 1980; Wilson 1989; Moore 1995; Behn 1998).

The federal-local relationship in providing public and affordable housing in the United States offers a striking opportunity to study local responses to policy change and ambiguity. Federal support for public housing has undergone dramatic shifts over the past 25 years. In the decades before 1980, local public housing authorities (PHAs) had a clear mandate and dedicated (if limited) federal funding to manage and maintain public housing for the poorest families. In recent years, however, the federal government has asked PHAs to manage housing vouchers, help residents become economically self-sufficient, redevelop dilapidated public housing, and in some cases develop new mixed-income housing through public-private partnerships. PHAs simultaneously have faced severe financial challenges amidst dramatic cuts in federal funding for public housing and, increasingly, for housing vouchers. The mix of obligations embodied in current federal policies and regulations creates tensions and trade-offs for PHAs, pushing them in multiple directions at once without providing adequate resources (Quercia and Galster 1997; Kleit and Page 2008). In Chun and Rainey's terms (2005), PHAs suffer both "directive goal ambiguity" in the form of fuzzy statutes and "goal priority ambiguity" in the form of multiple goals without clear priorities for which should take precedence over others.

While researchers have studied overall trends in federal public housing policy and tracked the implementation of individual

initiatives, we lack a comprehensive understanding of how PHAs have responded to the array of changes in federal policy over the past quarter century. To help develop such an understanding, this paper examines 13 PHAs in the Pacific Northwest and compares the organizational strategies they have pursued in response to the myriad changes in federal affordable housing policy over the past two decades. We asked PHA directors and senior staff to describe and identify the most salient influences on their strategic priorities.

We found that PHAs diverge in their responses to the current federal policy climate of reduced funding and expanded operational responsibilities. The way the PHAs in our sample combine their approaches to housing operations, development, and resident-support services nevertheless suggests that three specific local trajectories are emerging today – with some PHAs pursuing more than one trajectory:

1. safety net preservation or contraction (eight PHAs)
2. safety net expansion (three PHAs)
3. expansion for working-poor families (five PHAs).

While a majority of our PHAs seek to preserve or contract assistance for the poorest of the poor (Trajectory 1), we also discovered unexpected innovation by a smaller subset of our sample. Some PHAs have found ways to expand housing for the poorest of the poor despite federal funding cuts and regulatory constraints (Trajectory 2) – in some cases by expanding assistance to working-poor families while cross-subsidizing safety-net assistance (Trajectories 2 & 3). Others are expanding housing opportunities for working-poor and middle-income families (Trajectory 3).

The paper discusses how each of these trajectories fits with the different predictions from the literature, and develops a theoretical framework for understanding the behavior and strategy of implementing organizations in complex, ambiguous federal policy environments. The conclusion proposes hypotheses for future testing.

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INCLUSIONARY ZONING AND NEIGHBORHOOD RACIAL AND ECONOMIC TRANSITION

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Empirical evidence and theoretical scholarship suggest a number of potential neighborhood effects resulting from the widespread implementation of mandated mixed-income affordable housing programs. Many of the justifications for a mixed-income affordable housing strategy stem from the belief that neighborhood racial and, more specifically, income integration provide positive social, economic, and political externalities (Cutler, Glaeser, and Vigdor 1999; Schwartz and Tajbakhsh 1997; Wilson 1987). One increasingly popular mixed-income affordable housing program is inclusionary zoning (IZ). Inclusionary zoning is a local zoning ordinance and land use policy that either mandates or encourages developers to include a specified percentage of housing in a particular residential development that is affordable to low- and/or moderate-income households.

The discussion of inclusionary zoning has largely been framed in terms of class, focusing on the politically-expedient concept of “workforce” housing. The issue of race, and the potential for mixed-income affordable housing programs to perpetuate existing patterns of segregation, is largely ignored by the public officials charged with advocating for and implementing IZ. The omission of a concern for racial integration in policy analysis and political discourse reflects the tenuous position among policymakers in considering race as a constraint on access to housing. Despite this, racial discrimination remains a pervasive feature of housing and lending markets (HMDA 2005; HUD HDS 2000; Yinger 1995, 2002).

In addition to issues of racial discrimination, affordable housing programs may have an effect on racial “tipping” and neighborhood stability (Ellen 2000; Goering 1978). It is expected that jurisdictions that have an active and viable inclusionary zoning program will result in lower-income and, potentially, minority households moving into the jurisdiction as a result of successful affordable housing allocation. It is also possible that higher-income or discriminatory households will (1) move from jurisdictions that have IZ ordinances to those that do not or (2) avoid moving in to jurisdictions with IZ ordinances (Freeman and Rohe 2000; Rohe and Freeman 2001). The fragmented adoption and implementation of IZ policies suggests the possibility for substitution effects from both developers and potential homebuyers.

Using propensity modeling and regression techniques and a substantial dataset of IZ units built in Montgomery County,

Maryland, this paper empirically analyzes (1) the role of neighborhood race, ethnicity, and income on the siting of inclusionary zoning units and (2) the impacts of inclusionary zoning programs and associated development on neighborhood income and racial integration. If these programs truly expand access to affordable housing in neighborhoods with higher house prices, we would expect to find increasing heterogeneity in the racial and socioeconomic composition of jurisdictions that have adopted and actively implement such policies (Galster 1990; Galster 2007; Goetz et al 1996). However, if IZ programs are structured to favor existing residents, affordable units are inefficiently allocated, or policies are selectively implemented, the presence of such a policy will not result in a significant shift in neighborhood integration by either income or racial measures and may perpetuate existing spatial patterns of segregation.

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URBAN RENEWAL FOR AN ENERGY EFFICIENTLY CITY

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Urban renewal for an energy efficiently city - Preventive strategies of urban development in the face of demographical change and energy efficiency with a case study of Stuttgart

Current strategies of urban renewal in Germany are mostly concentrated on excluded districts with shrinking population or social problems. The main thesis is, that the housing districts in general need to be restructured because of the social polarisation, the demographical change and the needs of energy efficiency. The population of German cities as the most in Europe will shrink in the next decades because the birth rate is too low since the 1970s. In the cities of East Germany we already have a high rate of housing vacancy, in the cities of West Germany the population is beginning to stagnate or to increase. At the same time the social polarisation in deprived neighbourhoods is going on. On the other hand, in the face of the climate change it is necessary to transform urban structures into energy efficiency ones with a sustainable urban design, high density, low motor traffic and a nearby infrastructure.

The question is how urban planners can develop urban strategies to prepare urban structures for the shrinking housing market and the needs of energy efficiency. The programmes “Soziale Stadt – Social

City” and “Stadtumbau Ost und West – Urban Redevelopment East and West” of the federal government have given first results how to create an integrated urban development plan for urban renewal and how to connect it with an urban monitoring system.

The case study is about Stuttgart, the capitol of the state of Baden-Württemberg in the southwest of Germany and an economical centre of Germany, mainly with the car industry. Stuttgart is still a growing and wealthy city with the highest rate of immigrants of German cities. The planning department of Stuttgart has made an urban development strategy for a city that is friendly for children and that will integrate the immigrants. Also there are first ideas for an urban renewal strategy how to transform the housing districts when the demographical change will cause a decline in the housing market.

The idea is to create an urban development plan that combines different strategies of prevention, empowerment, social renewal, urban renewal and deconstruction. This plan should be combined with indicators how to identify energy efficiently urban structures.

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CITY CENTRE HOUSING IN THE UK: PROSPECTS AND POLICY CHALLENGES IN A CHANGING HOUSING MARKET

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During the last decade the city centres of English provincial cities have experienced significant amounts of new private sector housing development, mainly in the form of high-density flats. This new housing development is seen as a key component of the Urban Renaissance in English cities, has led to a large increase in the population of the central areas of the cities involved, and has provoked significant debate concerning potential gentrification and exclusionary impacts. More recently, however, a new set of concerns about the prospects and sustainability of new housing in city centres have emerged. It is suggested that a significant proportion of housing transactions in these areas involve investors, who sometimes pass the properties into the rental sector, but do not always do so. This investment activity has created a new dynamic in the housing market, with supply and prices increasingly reflecting investment demand, including short term speculative acquisition of property. As the housing market seems likely to be entering a period of recession questions are being asked about both occupier demand and investor

demand for city centre housing, and in this context about the longer term sustainability of the form and type of new housing that has been developed. This paper reviews the debate on the impact of investor involvement on the housing markets of English cities, and uses evidence from a case study city (Bristol) to examine the changing city centre housing market, as the housing market in general moves from boom to slump. It also discusses the lessons that emerge for local housing and planning strategies, in particular the way in which housing supply and demand is understood and managed in the planning policy process.

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DIFFERENTIAL IMPACT OF FLOODPLAINS ON HOME PRICES: A HOUSING SUBMARKET APPROACH

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Over the last 20 years, numerous studies have found that floodplains are negatively capitalized into the values of properties. These studies are generally based on the assumption that the housing market of the study area is a unitary single market for housing services. However, urban housing markets are not unitary but instead are composed of submarkets with similar structural and locational characteristics for housing units. The functional relationship between housing and locational characteristics within any one submarket substantially differs from that within other submarkets. Thus, geographical features such as floodplains may represent various functions within submarkets and thus affect home values differently.

Using a housing submarket approach as an analytical framework, this study investigates how the effects of floodplains on the sales prices of single-family homes vary among submarkets defined by median sales price of block groups (low-, middle-, and high-income). Then it performs hedonic price analyses to estimate the differential impact of a floodplain on average home prices in Gwinnett County, Georgia, a rapidly growing middle-income suburb in the Atlanta metropolitan area. The county can provide a rich case for this study for several reasons: 1) it has great number of transaction of single-family houses within the short time period; and 2) its floodplains are evenly distributed across three submarkets.

The results show that the effects of floodplains on the sales prices of single-family homes vary across submarkets. Whereas average home sales prices in low- and middle-income submarkets are negatively influenced by the presence of a floodplain, those in high-income submarkets are positively influenced. The low-income submarket is the most negatively influenced. This study suggests that the housing submarket approach will help explain the effects of floodplain location on housing prices. The approach can be adopted not only as a working framework for a detailed empirical analysis of the dynamic operation of an urban housing market, but also as a useful tool for the identification of neighborhoods as the targets of policy implementation. In addition, this study raises the issue of the needs for different strategies for flood mitigation among submarkets.

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HOUSING DILEMMAS OF THE DISPLACED: A CASE STUDY OF PROBLEMS FOLLOWING THE 2005 FLOODING OF NEW ORLEANS

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On August 29, 2005, the City of New Orleans experienced its worst nightmare: Flooding that eventually spread to nearly every neighborhood and caused, directly and indirectly, more than 1,000 deaths. The United States suddenly faced its largest population displacement in nearly eighty years, displacement of more individuals than occurred as a result of the 1927 Mississippi River flood or due to Dust Bowl conditions. Confronted with a crisis of unexpected magnitude, the federal government – with notable exceptions, such as the Coast Guard -- failed horribly to respond. Its failures ranged from recognizing the crisis to its relief obligations, handling of evacuees, and provision of emergency housing.

Because one effect of climate change will likely be an increase in the power and frequency of storms like Hurricane Katrina, this paper explores the housing crisis created by post-Katrina flooding – a crisis of long-term, temporary housing need. Emphasis is placed on the many public and private betrayals of flood victims either trying to rebuild or forced to hunt for alternatives in an effort to dissect the probable consequences of a similar future event. Issues raised by the experiences of homeowners and renters alike include controversies over flood elevations, price-gouging, insurance liabilities, rental prices, destruction of public housing, and many others. This paper will identify and detail the nature and extent of many of these controversies in the hope of assisting planning and housing officials at all levels of government in preparing better policy responses to similar future crises.

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SUBSTITUTABLE BLOCKS IN MASSIVE HOUSING DEVELOPMENT: A STRATEGY TO MEDIATING EXCESSIVE DIVISION

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Massive real estate development is spreading in China, which is experiencing rapid economic development. Typical massive housing projects, which are 10~20 kilometers away from downtown and occupy 20~30 hectares, are planned for people in various social-economic background. Because these people have different housing requirements, developers tend to divide them into different areas. In addition, these housing developments always lasted several years, while their planning and design were determined at the very beginning. The possibility to change, such as changing the proportion of high-rise and low-rise housing, is ignored. Therefore, if the size and shape of the block provide options for different housing types, the planning will cooperate with the changing market, and mediate the excessive division of people.

By case study of Jinke project in Chongqing, China, this essay tries to propose a planning strategy of substitutable residential blocks. This

strategy does not determine all housing types at one time, instead it emphasizes time-factor in housing planning. It firstly determines the size and shape of blocks and related traffic and infrastructure systems, based on compatibility of different housing types. In this way, housing type for individual block is not specific, and individual block gets a chance to substitute housing-type following future housing requirements.

This essay will firstly discuss the problem in current massive housing development in China, and point out the importance of flexibility in housing planning. After that, the essay will demonstrate the strategy of substitutable residential blocks. Jinke project will be introduced as an implementation of this planning strategy.

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THE PATH TO AMERICAN DREAM: HOUSING TENURE CHOICE AND HOUSING CONDITIONS OF CHINESE AMERICAN HOUSEHOLDS

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When immigrants arrive at the United States they start building their American Dreams and the choice of owning versus renting a home is largely related to their economic and immigration status. Chinese Americans defined in this paper are households who identify themselves as Chinese alone in the American Community Survey, including both citizens (born in the U.S. or naturalized) and non-citizens.

The decision of owning versus renting is determined by many different factors. Empirical literature in housing tenure choice focuses on tax advantages, risk avoidance behavior of consumers, life cycle aspects, wealth accumulation/investment goals, and market equilibrium when housing is both a consumption and an investment good (Henderson and Ioannides, 1983; Bossons, 1978). However, traditional housing tenure choice models did not consider the impact of immigration and citizenship status. Borjas (2002) found that homeownership gap between native and immigrant households has widened substantially over the past two decades. Even Asian immigrants, who have relatively high economic status, have lower adjusted homeownership rates than native-born non-Hispanic white households. Compared to other minority groups Chinese Americans have achieved a high homeownership rate and Asian immigrants in general are more likely to increase their homeownership rates to a level equivalent to their native-born counterpart (Yu, 2003; Myers and Lee, 1998).

This paper uses the 2006 American Community Survey to explore the general differences of housing tenure status and housing conditions based on ethnicity, and then focuses on housing condition analysis and the determinants of housing tenure choice of Chinese Americans. Comparisons between subgroup Chinese Americans will be incorporated in the research. Based on the 2006 American Community Survey, 73.49% Chinese Americans own a home but there is a significant geographic disparity in homeownership rates. Preliminary research found that Middle Atlantic Region in the Northeast and West South Central region are significantly associated

with renters, and the South Atlantic Region is significantly associated with owners. This is somewhat consistent with the general housing market conditions in the U.S. Economic status measured by income is strongly related to the choice between renting and owning. Immigration and working status has a complicated impact on housing tenure choices. Controlling for other factors, there is a significant difference in homeownership rates between citizens and non-citizens, and the gap is about 30%.

This research hopes to contribute to the existing literature on classical housing tenure choice models with the consideration of immigration and citizenship status, thus helping policy makers, scholars, and the housing industry understand the impact of immigration on housing tenure choices. The paper will also help us know more about the housing condition and tenure choice of specific groups of people (Chinese American), and thus contributing to the literature on housing tenure choice of different ethnic groups.

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[336] FROM ETHNIC ENCLAVE RESIDENCE TO ETHNIC NICHE EMPLOYMENT? UNDERSTANDING LATINO IMMIGRANTS' LONGER COMMUTES

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Drawn from an almost finished dissertation, Chairs Gary Painter, gpainter@usc.edu and Dowell Myers, dowell@usc.edu.

This paper follows my dissertation research which examines the effect of living in ethnic enclaves on the employment accessibility of Latino workers in Chicago, Los Angeles and Washington, D.C. Employment accessibility is measured by employment status and commuting time and it is found that while suburban ethnic residence doesn't jeopardize Latino workers' employment probability, residents of ethnic enclave in all spatial locations entail longer commutes than those of mixed neighborhoods (Liu 2007). This finding suggests the significant role of social and ethnic networks of ethnically-concentrated communities in directing their residents to jobs outside the local labor market. This paper seeks to test this hypothesis and explore whether ethnic enclave residence leads to ethnically segregated employment by both location and occupation. In addition, this research also compares the quality of employment in and out of ethnic niches in terms of wage earnings.

Immigration is changing urban neighborhoods in various ways. The continuing inflow of Latino immigrants into metropolitan areas,

coupled with a restructuring economy and evolving spatial form, has significant impacts on the urban housing and labor market. While the scholarly literature has focused on the residential segregation pattern (e.g. Logan, Alba and Zhang 2002) and labor market dynamics of immigrants (e.g. Waldinger 1994) separately to some extent, few works have examined their linkages (one exception is Parks 2004). This research will bridge this gap and answer the questions: are ethnic enclave residents more likely to be employed in ethnically-concentrated workplaces and occupations and if ethnic employment necessitates longer commutes, are they getting compensated in wage for their commuting costs? Understanding the ethnic division of labor and its association with ethnic residential pattern will help reveal the underlying mechanisms of ethnic networks in Latino workers' job search and shed light on community development policies that facilitate minorities' and immigrants' socioeconomic mobility.

This research will mainly use data from the 2000 Census Public Use Microdata Sample (PUMS). Employment statistics maybe obtained from other data sources. The three metropolitan areas of Chicago, Los Angeles and Washington D.C. are selected for their geographic distribution and as representative of different types of immigrant gateways, namely continuous gateway, post-WWII gateway and emerging gateway respectively. In terms of research design, first, ethnic concentration by residence, workplace and occupation will be identified by calculating Residential Concentration Quotient, Employment Concentration Quotient and Occupational Concentration Quotient indexes using census place of residence, place of work and industry of work variables. Second, discrete choice models will be estimated for ethnic employment status by location and sector on Latino workers' ethnic enclave residence status, controlling for other sociodemographic characteristics. Third, commuting time and wage earning models will be estimated in order to analyze whether Latino workers incur longer commutes to seek ethnic niche employment and if so, whether they are compensated by wage earnings for their higher commuting costs. Distinction will be made between men and women to demonstrate any gender differences.

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[337] COMPARATIVE ANALYSIS BETWEEN TWO MINORITY GROUPS CONTRACT FOR DEED: A UNIQUE FORM OF SUBPRIME LENDING

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Homeownership is viewed as an integral element of the American dream, especially by minorities, low-income and middle-income households and immigrants. For American families in general, homeownership is an important milestone, a "rite of passage" for families to become part of the community or neighborhood (AHS, 2003).

In the quest for homeownership, borrowers are generally placed in a prime or subprime mortgage category when seeking to purchase a home (Renaut, 2004). Prime borrowers can access fixed, adjustable long and short-term mortgage loans. (Renaut, 2004). Recipients of subprime loans often receive higher interest rates and risky types of loans resulting in a greater exposure to foreclosure. One of the least talked about types of subprime lending is "Contract for Deed".

"Contract for Deed" is also known as an installment sale contract, a contract of sale, executory contract for conveyance or lease to own (Nelson, 1998). Subprime loans and "Contract for Deed" are both more likely to be concentrated in neighborhoods that are vulnerable to economic decline (Calem, Hersaff, Wachter, 2004). Low and moderate income families, women and older homeowners, pursuing the American Dream as first time homebuyers often encounter obstacles in the subprime market. Many of the subprime loans made during 1998-2006 have lead to a net loss of homeownership due to foreclosure (Center for Responsible Lending, 2007).

This paper focuses on the methodology of collecting data which is often hidden or filed under a general heading of "Contract for Deed" in the county records. This study provides an overview of the methodology, issues and findings in research for my dissertation through a comparative analysis of Black and Hispanic "Contract for Deed" purchasers in Harris County affected by this type of subprime lending and will establish if there are major differences between the two groups and reasons for their "Contract for Deed" purchase.

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AS LOW-INCOME HOUSING TAX CREDIT DEVELOPMENTS AGE, CAN HOMEOWNERSHIP BE AN EXIT STRATEGY?

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Central theme or hypothesis: what question are you trying to address?
As developments subsidized under the Low-Income Housing Tax Credit (LIHTC) program reach 15 years old, can conversion to affordable homeownership be a strategy for exiting the program?

Approach and methodology: how will you address that question?
The approach will be that of a case study. A LIHTC development in Kansas City has reached the end of its initial low-income occupancy compliance period. The owners of the development have the option to continue under the LIHTC program, sell the property outright, continue as a rental property outside of the LIHTC program, or convert to homeownership. The owners have chosen to sell the units for owner occupancy at prices affordable to low-income households. This case and its surrounding market will be compared to the portfolio of LIHTC properties throughout the United States. This comparison will demonstrate how experience from this case can be generalized to many other developments confronting a need for reinvestment or conversion.

Relevance of your work to planning education, practice, or scholarship

The LIHTC program is the United State's largest assisted housing production program. This portfolio of housing is aging and demanding new funds for needed capital improvements. This can come through a variety of mechanisms and conversion to owner occupancy is one such mechanism. The performance of this case study in Kansas City can guide the decisions that planners make on LIHTC developments in their own jurisdictions.

Key data sources

The owners of the property are making available information on the operation and financing of the development along with information on their experience in marketing these units to low-income households.

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DIY ACTIVITY IN A POST-SOVIET HOUSING MARKET: A SOCIO-SPATIAL ANALYSIS OF VILNIUS, LITHUANIA

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The World Health Organization (WHO) 2001-2002 Large Analysis and Review of European Housing and Health Status (LARES) provides data on household "do-it-yourself (DIY)" activity in several European cities. Using this data we statistically analyze patterns of DIY work in the 2001-2002 post-socialist housing context of Vilnius, Lithuania. Using logistic regression models and results from field

work conducted in 2006-2007, we also discuss the influence of certain variables on DIY activity and whether such activity was occurring widely across the population, presumably because of the motivating effect of newly-acquired home ownership, or was higher in certain subgroups. We document whether DIY work was prevalent in and near the Old Town where officials encourage DIY activity through policy instruments. We then investigate whether residents of particular housing types were more likely to engage in DIY activities or whether such activity was associated with the condition of buildings and spaces between buildings, perceived quality of the local area, or the socioeconomic characteristics of residents. The extent to which residents were improving/maintaining their dwellings can indicate whether the post-Soviet transfer of home ownership has conferred a sense of "home pride" or responsibility. Of equal interest is which neighborhood, building and household-level variables mediate in this respect.

Our findings indicate that 2001-2002 DIY activity was fairly prevalent across households, and of the factors included in statistical models only the resident's perception of the quality of their area was associated with a significant increase in the odds of DIY activity. The rate of DIY activity was no greater in and near the center than elsewhere in the city by 2001-2002. Lastly, aspects of the physical residential environment, and the presence of graffiti and the condition of open spaces in particular, appear to be related to the prevalence of DIY activity, but neither to the extent nor in the direction expected. Increased private automobile ownership, lack of parking and the quality of privatized municipal housing management companies also appear to influence housing and neighborhood conditions statistically-linked to DIY activity.

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[340]

POPULAR HOUSING, SOLIDARITY ECONOMICS, AND EXTENDED URBANIZATION IN BRAZIL

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Brazilian metropolitan areas are experiencing significant changes in their socio-spatial organization as community movements increase their struggle for political power and for economic opportunities to improve their life quality. Widespread unemployment, increasing community work and socio-political organization, in addition to growing support from the federal and local governments, as well as from NGOs and associations and cooperatives organized in local, regional and even national networks, have provided the grounds for more consequent public policies regarding housing projects and solidarity economics in the face of extended urbanization in metropolitan regions. Therefore, new forms of local and regional planning are being demanded, necessarily combining local participation, the identification of social and economic opportunities that imply solidarity organizations and entrepreneurship, as well as a socio-spatial insertion and consciousness within metropolitan space

that goes beyond local determinations and relatively limited experiences of local communities.

This paper focus on a popular housing and solidarity economics project partially funded by the federal and municipal governments, in articulation with a housing bank, two universities and a local homeless association in Belo Horizonte, a city-capital that holds over four-million people in its metropolitan area. This 100-year-old city sits mid-way between Rio de Janeiro and Brasília and is the growth pole of the second largest state in Brazil – Minas Gerais. It had its industrial boost in the 1970s when Fordist plants settled in its southwestern axis (to São Paulo) and it saw, in the following decades, its southern axis (to Rio de Janeiro) rapidly extend with an urban occupation based on high class residential condominiums and edge towns. Today, its northern axis (to Brasília) a traditional area of poverty concentration for decades, experiences intense urban growth.

This so-called Northern Axis combines new centralities linked to large public and private investments, high-tech plants, the international airport, and other global projects and facilities with new experiences in local empowerment and social and solidarity economics. The Popular Housing Project in question sits by the new State Government Administration Building, designed by famous architect Niemeyer, with which will necessarily interact. The project provides quantitative and qualitative data for a critical analysis of housing and urban planning in such a context of intense urbanization, combining global economy, state power, local community empowerment, and the need to integrate solidarity economics with extended urbanization in a metropolitan region.

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PROMOTING MIXED COMMUNITIES THROUGH BALANCED LETTINGS AND ASSET MANAGEMENT: THE ENGLISH EXPERIENCE

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The current government policy rhetoric in England focuses on the need to promote mixed income communities and resolve the problem of residualisation among tenants in the social housing stock across England (DCLG 2003, 2006). This paper will report on the key findings from a piece of research commissioned by the Central Government. The aim of the project was to examine the issues facing local authorities and housing associations in implementing this particular government policy. The social landlords' task is to redesign their respective lettings policies and asset management strategies in order to accommodate a mix of tenants within their stock and promote tenure diversification across their different neighbourhoods (Hills 2007, JRF 2006). The research undertook in-depth qualitative interviews with a range of social housing providers from both Southern and Northern locations in England, including areas with high housing pressures and a high proportion of lettings to priority homeless, and areas with lower pressures and potentially more opportunity to mix the tenant groups. The paper will highlight the different problems that social landlords are experiencing in managing their stock and assess the extent to which residualisation of their tenants exists. It will also evaluate the different approaches that social landlords are adopting in order to achieve the Government

policy objective of 'mixing' communities. With respect to both letting and asset management policies, many of the Government suggested recommendations are controversial, with matters of practicalities and principle remaining unresolved and therefore hampering policy implementation. Many social landlords continue to be torn between the requirement to house those with greatest housing need and the desire to re-engineer the housing mix to create more long term sustainable communities. Moreover, many are also concerned with asset management strategies that sell off social housing stock to promote tenure diversification yet result in many instances in a net loss of social housing. This can create displacement effects and result in institutionally led gentrification within local housing markets.

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INTEGRATION THROUGH INCLUSIONARY ZONING: THE EXPERIENCE OF MONTGOMERY COUNTY MARYLAND
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Integration of affordable housing throughout cities and suburbs remains an elusive goal. In the face of a worsening crisis of affordability, where shortages of units affordable to low income households are mounting, federal policies aimed at increasing production of affordable housing have focused on producing and financing the maximum number of units possible, leaving decisions about the form and location of new units to producers, localities, and potential neighbors to work out. Policy trends have fostered an increase in the average size of apartment complexes produced with federal tax credits and/or bonds, especially in the south (National Council of State Housing Finance Agencies 2005). Such large complexes, where the bulk of units are targeted to very low income households may result in the creation or consolidation of majority poor neighborhoods. Meanwhile, at the local level, cities have attempted to increase their stock of affordable units by requiring set asides of affordable units in projects of a certain size. One goal of such policies is greater geographic dispersion of affordable housing, based on assumptions about the benefits of racial and economic integration. This paper examines the location of units produced through the longest standing inclusionary housing program in the nation, the Montgomery County Maryland Moderately Priced Dwelling Unit program. While figures on the number of units produced under this program are widely cited, little is known about its success in dispersing units and about neighborhoods where units are located. This paper will examine the evidence for success in dispersing housing opportunities into non-poor neighborhoods over time. Since its creation in the 1970s, the program has produced over 12,000 units, although many units have exited the program over time as control periods ended. We describe the location of units by mapping them spatially and by examining the demographic characteristics of census tracts where units were created, and look for patterns associated with loss of units. We will distinguish between units produced for homeownership and for rental. These data will be contrasted with the characteristics of census tracts where affordable housing produced under other programs are located in the county to

see whether the program did indeed increase dispersion into non-poor neighborhoods.

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RECONNECTING BALLYMUN: THE RESTRUCTURING OF A SOCIALLY EXCLUDED AREA OF DUBLIN
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There is an international debate about the theory and practice of promoting social inclusion and community cohesion as outputs of area-based urban regeneration programmes (e.g. Forrest and Kearns, 2001; Andersen, 2002; Taylor, 2007), but no research on the subject has been done in the Irish Republic, the subject of this paper. Irish urban regeneration over the past 10 years or so has taken place within the context of enormous economic and social change. Although economic growth has now diminished, the boom of the 1990s transformed Irish society and led to greater affluence for many people, along with continuing and arguably worsening inequality for those excluded from its opportunities. Despite these rapid changes, Ireland has not featured prominently in the literature on social exclusion (an exception being Nolan and Whelan, 2000) and there is scope to explore further the impact of Ireland's new social divisions on the most disadvantaged. In particular, Ireland's small social rented sector has become the focus of the country's most concentrated poverty and social exclusion.

Dublin's Ballymun regeneration programme has been influenced by both its international and domestic context. The programme aims to making the area 'an integral part of North Dublin' through addressing past spatial, social and economic exclusion. An important part of this reintegration is the plan to change tenure balance from 80 per cent social housing in 1998 to 25 per cent by the end of the programme in 2012. This paper examines the progress of the Ballymun regeneration programme and considers the likelihood of greater social inclusion and community cohesion being achieved. It reviews the issues involved in restructuring such a large area of social housing within a rapidly changing European capital city, using results from an evaluation of the programme based on qualitative interviews and documentary evidence.

The research reveals that substantial barriers to integration remain in Ballymun despite the progress that has been made. The analysis shows the importance of the integration of national, regional and local levels of planning policy for the success of area-based regeneration programmes. Factors that contribute to social exclusion are also discussed and related to relevant models and research elsewhere (e.g. Burchardt et al, 2002). The paper concludes by assessing the likelihood that Ballymun will be reconnected to the

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COMMUNITY OF TRUST: NEW INTERPRETATION AND THE CASE OF MUSLIM COMMUNITIES IN GAZA

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This paper defines Community of Trust as socio-spatial settings in which there are substantial trust relationships among people and where they feel defended (safe) from internal risks. Our scheme suggests five categories of conditions that together create Communities of Trust: Shared place, shared daily life practices, shared basic beliefs, and shared perceptions of community interests and risks. This scheme was examined in five communities in Gaza city. Data were collected first by informal talks with residents and local decision-makers and then by means of 973 personal interviews in residents' homes. In spite of difficult housing conditions, poor services and the pressure of lasting internal risks, we found livable communities and strong trust relationships among people of Gaza's communities. We explain this by the high levels of agreement on basic (Islamic) beliefs, the shared daily life practices, the strong shared perception towards external risks and a few common interests, which were found within each studied area. The last part of the paper is related to the issues of generalizing from the case of homogeneous urban community in Gaza to the frequently heterogeneous communities of Western cities. We conclude that trust relationships are the corner-stone upon which communities are based anywhere in the world. Hence, in order to sustain communities, planners should support trust relationships among residents. This requires culture-sensitive planning; it calls for avoiding plans that contradict locally shared beliefs and attitudes, addressing locally shared perceptions of risks, and creating plans that encourage shared interests and everyday practices.

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FORECLOSURE - A VIEW FROM THE GROUND

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In the summer of 2007 an international liquidity crisis drew attention to the problem of foreclosures and subprime loans in the United States. But the problem was not new to people living in many urban communities – it was merely worse. After decades of disinvestment, community advocates across the U.S. aggressively had pursued access to capital and they won changes that produced reinvestment in their communities. At the same time, the structure of mortgage markets was changing and the subprime market expanded dramatically bringing capital back to formerly disinvested communities. For many this meant an opportunity to buy, build wealth, improve their homes, and borrow against their homes. For others it meant the flash of an opportunity that quickly turned into crisis as they found themselves unable to meet mortgage payments or pay the other costs associated with homeownership including taxes and utilities.

In this paper I look at the impact of the foreclosure crisis in Essex County New Jersey. I explore the concentration and distribution of foreclosures from 2004 through 2007 and the effect on communities. I examine what happens to borrowers and renters and to the properties after foreclosure. I am interested in the notion of risk and the cost of foreclosure on individuals, families, blocks, communities (broadly defined to include cities, counties, and states). The research questions and data are developed and gathered in partnership with the Essex-Newark Foreclosure Task Force and with the Rutgers University Community Development Studio. The Task Force brings together local, state, and federal actors along with non-profit and advocacy organization staff and university faculty to address the foreclosure crisis. The Studio supports the work of the Task Force.

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RE-CONSTITUTING THE SOCIAL THROUGH URBAN RENEWAL: LEARNING FROM THE EXPERIENCE OF ÇINÇIN, ANKARA

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Çinçin has historically known to be a segregated part of the city in popular cognition plagued with perceptions associated with informality and backwardness. In time, however, the area has grown to become a synonym for underclass -hitherto a problematical conception to operationalize in Turkish context, unorganized crime and absolute poverty. Currently, this gecekondur (squatter) site, located in the vicinity of the old city center, is undergoing a change in line with the ongoing massive gecekondur clearance operation orchestrated by different tiers of local government of Ankara. In view of spatial-image building for inter-local competition, gecekondur areas have become the object of interest using the newly found policy tool of urban renewal. In Çinçin, local government proclaims to achieve, what is already marked as an uneasy coupling of gentrification and the return of socio-economic benefits of the "improved" environment to the existing residents of the site. In practice, it translates into a process of which the gradual instatement of upper-income groups via nodal interventions into the built environment which works as a propulsive force in the direction of a more desired transformation of the area. Focusing on this episode of municipally solicited gentrification process, the paper aims to explore in detail the social implications of the ongoing interventions into the built-environment. It derives evidence from this experience to conceptualize critically

the approach that came to have pervasive influence on contemporary place-making process. The paper draws upon the findings of the extended research based on in-depth interviews with residents and the key local institutional actors conducted during different time intervals over a period of seven years.

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HOUSING ATTAINMENT AND LOCATION BEHAVIOR OF SECOND AND THIRD GENERATION IMMIGRANTS IN SAN FRANCISCO

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This paper will provide an analysis on the residential choice behavior of immigrants in the San Francisco metropolitan region. The analysis will provide important new analysis regarding residential location patterns of San Francisco's immigrant groups over the 2000-2006 period using 1 and 5 percent household level Public Use Microdata Sample (PUMS) data from the U.S. Census Bureau. The significance of the research is on testing spatial assimilation theory (Massey 1985) with new data, and in contributing to the literature on immigrant clusters.

In an earlier study of foreign-born population concentrations in the San Francisco metropolitan region Pamuk (2004) reported on the locational attainment aspects of residential assimilation. Research showed that some newly arrived immigrants have bypassed inner city neighborhoods for suburban locations. Yu and Myers (2007) in a complementary article arrived at similar findings for the Los Angeles metropolitan area using the cohort life-course theory.

A debate in the literature now centers on the timing and geographies of immigrant dispersion. The existence of Chinatowns, for example, shows that spatial assimilation is by no means universal in time and space. Scholars have noted (Goodwin-White, 2007) how spatial assimilation theory falters when it comes to the children of immigrants or the 1.5 generation. Based on a national analysis of migration flows, Goodwin-White argues that the children of immigrants are more likely to choose a concentrated destination than their parents' generation.

The findings of this research – residential choice behavior of second and third generation immigrants in the San Francisco metropolitan region – will be of value to the scholarly planning literature.

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FROM REGIONAL FAIR SHARE ALLOCATION TO PRODUCTION: EXPLANATORY FACTORS

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Since 1969, California Housing Element law has stipulated the "fair share" allocation of low-cost units within the state's regions and required localities to plan for them. Lawmakers assume that planning for affordable housing will make cities more likely to encourage it, leading to a more dispersed low-cost stock. Although cities that are compliant with the law build more affordable housing than those that are not, wide variation exists. This research explores why some California localities have produced affordable housing and met their fair share goals, whereas others have not. Using 1998-2005 fair share allocations and subsequent affordable production among localities in the Southern California Association of Governments as a case study, I will employ an econometric approach to test the efficacy of five theories articulated in the intergovernmental implementation and affordable housing literature in explaining production variation. These suggest that cities that met their goals, as opposed to those that did not, had 1) more thorough, specific and factually accurate plans, as indicated by compliance with Housing Element law; 2) a political culture supportive of low-cost production, including active housing advocacy groups and enabling regulatory measures; 3) vacant land zoned for multifamily residential construction; 4) a need for low-cost housing, determined by the poverty rate and overcrowding rate, among other factors; and 5) fiscal and economic strength, as indicated by per capita income, the municipal debt to revenue ratio, population change, building permit activity and homes sold. The findings will apply to policymakers and scholars who are addressing questions about affordable housing production outcomes and the effect of state and regional fair share planning mandates on local land use.

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HOUSING FINANCE REFORM IN EUROPE

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Since the 1960s and the 1970s, an increasing number of European countries have liberated their housing policy. We observe shifts from public to private finance, from social housing to commercial housing, from property subsidies to housing allowances, from regulated rents to market rents, and from renting to home-ownership. Most of these developments are bundled together under the blanket definitions of 'privatisation' and 'liberalisation'. Nevertheless, most housing finance systems in the European Union are still complicated and irrational. There is scope for more housing finance reforms in Europe.

We will elaborate the following core issues for such a housing finance reform: housing allowances for tenants, tax benefits for owner-occupiers, the role of housing associations, rent policy and the restructuring of unpopular housing districts. With this analysis we sketch the contours of the reform of housing finance in the Netherlands and possibly in other European countries as well.

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A TALE OF TWO FOUNDATIONS: FAMILY FOUNDATIONS AND COMMUNITY DEVELOPMENT IN SAN DIEGO, CALIFORNIA

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Philanthropic entities have a long history as partners in local community economic development. From Andrew Carnegie to Warren Buffett, foundations have supplemented private sector efforts to dispense assistance to those in need for centuries. The modern genesis of philanthropic support for community development is rooted in the Ford Foundation's Gray Areas Program that aimed to coordinate public and private efforts to reverse urban decay. This paper builds on this long history by focusing on the current work of family foundations in targeting community development programs in geographically concentrated underserved communities.

A specific subset of foundations, family foundations have been among the most consistent and dedicated supporters of community development. But as Andrews (1956) first pointed out, defining the various subsets of the philanthropic model can be challenging. This paper thus first develops a typology of family foundations engaged in community development. Secondly, we build upon the work of Dreier (1997), Jenkins (1989), MacIndoe (2007) and others as we explore the efficacy of family nonprofit foundations in revitalizing underserved urban communities.

Using a case-study approach, we examine two family foundations in San Diego, California engaged in what we refer to as geographically targeted community development philanthropy. We consider the extent to which nonprofit family foundations are more effective than other models of community development in revitalizing underserved urban communities. The foundations under study are the Price Family Charitable Fund and the Jacobs Center for Neighborhood Innovation. Both foundations have developed strategic plans for the allocation of resources to facilitate local community development, yet their approaches to community engagement, asset building, public-private collaboration, and decision-making vary.

The Price Family Charitable Fund was established in 1985 and its redevelopment arm, the City Heights Redevelopment Mission, has invested millions of dollars in the revitalization of City Heights, a

neighborhood of 72,000 residents where more than thirty languages are spoken. The Jacobs Family Foundation was established in 1988. Its development arm, the Jacobs Center for Neighborhood Innovation, has targeted the Diamond District, a multi-ethnic and multi-racial low income community. City Heights' community development model is driven by physical change which is evident in the new structures replacing corner stores and decaying apartment buildings; whereas the Jacob's community development model is resident-driven, leading capacity-building projects that are beginning to bear fruit. Is one model more effective than the other? How do we define effectiveness or success? These are some of the questions we address.

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RESIDENTIAL SEGREGATION AND HOMEOWNERSHIP: A FOCUS ON THE BABY BOOM GENERATION

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Due to its large size, the Baby Boom generation has wielded major impact in the housing market throughout its adult career. These cohorts' passage through the life course has coincided with entry into homeownership and upward movement into larger and higher quality homes, forcing up prices by their oversized demand. The nation is now poised for a reversal of this effect, when the Boomers are getting older and begin to sell their homes in coming decades.

Housing demographers have closely studied the interactions between age groups and homeownership, in particular. One of the earliest studies was Chevan (1989), but John Pitkin's (1990) cohort economic study of elderly homeownership was especially notable. That work showed how much future homeownership of the baby boom generation was derived from investments made decades earlier. More recent studies of particular note include Myers and Ryu (2008), Krivo and Kaufman (2004), Myers and Lee (1998), Myers (2005), and Masnick (2002). Residential segregation linked to homeownership is a recent important issue in the housing demography field.

Across all types of segregation research, definitions of segregation vary immensely. Indices of segregation have mostly settled on five major conceptual definitions of segregation: 1)evenness, 2)exposure, 3)concentration, 4)clustering, and 5)centralization. The two most commonly deployed measures have been evenness, measured by the Index of Dissimilarity (D), and exposure, measured by the $xP*y$ family of indices (Lieberson 1981; Lieberson and Carter 1982).

We will propose a new combination of segregation measures by plotting the Isolation ($xP*x$) against the Diversity (H) indices, which yields a four-category typology of the variant experiences of segregation for each race-ethnic group: A (diverse integration), B

(minority integration); C (majority isolation) and D (diverse segregation).

This paper will trace the impact of residential segregation of the Baby Boom generation (born in between 1946 and 1964) on home ownership trajectories, from 1980 through 2000. In particular, the homeownership pattern and demographic composition by each residential segregation types will prove valuable to planners who are trying to gauge the extent of demand for homeownership in the coming decade versus the last. It also will assist in the identification of areas that are likely to become more affordable for future home buyers. For this analysis, data will be drawn from the Public Use Microdata Samples (PUMS) of the decennial census from 1980 to 2000. We will focus on Los Angeles CMSA or the Los Angeles six-county region as a study area. A binary logit model and decomposition method will be employed to analyze tenure choice and homeownership gap.

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THE CHALLENGE OF FORECLOSURE PREVENTION: LESSONS FROM NEW YORK CITY

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In 2005, New York City launched a two-year pilot program to address the mounting problem of predatory lending. Called "Preserve Assets and Community Equity" (PACE), the program was developed by a partnership of the city's Department of Housing Preservation and Development and three nonprofit organizations. Its aim was to use the resources of city government and the expertise and commitment of nonprofit legal service providers, advocacy organizations, and community-based housing organizations to increase local awareness of the threat of predatory lending, improve the capacity of nonprofit organizations to provide foreclosure prevention counseling, and to provide intensive counseling and legal assistance to homeowners at risk of mortgage foreclosure. Developed at a time when abusive lending practices were clearly on the rise, but before the onslaught of the subprime crisis that was to hit New York and the nation in 2007, the program targeted homeowners in several low-income, predominantly minority neighborhoods of Brooklyn, Queens, and the Bronx, neighborhoods that had been disproportionately targeted by subprime lenders. Not long after the program got off the ground, its direct service providers became swamped by homeowners facing foreclosure. The program soon became a last resort for victims of subprime lending—not necessarily of the predatory variety,

This paper draws from an evaluation of the PACE program to discuss its broader lessons for nonprofit organizations and governments interested in staunching the surge of mortgage foreclosure. The research includes analysis of subprime lending and mortgage foreclosure trends in New York City, analysis of the program's outcomes as captured by its management information system, and interviews with all of the program's partners—including city agencies, financial institutions, legal service agencies, advocacy organizations, and mortgage counselors. Among other findings, the paper will discuss the severe structural limitations of legal services in redressing even the most blatant forms of predatory lending, the need for improved capacity for post-purchase mortgage counseling at the neighborhood level, and the difficulty of mortgage mitigation when homeowners have taken out second mortgages—as is very often the case. The paper also discusses the benefits of having access to municipal resources in disseminating information to local residents on the risks of predatory lending.

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PERCEPTIONS OF NEIGHBORHOOD PHYSICAL ENVIRONMENT: APPEARANCE OF NUISANCE AND UPKEEP

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The purpose of this research is to understand local community residents' immediate impression of their neighborhood environment associated with physical nuisance and upkeep appearance. It empirically tests the relative perception of neighborhood quality and condition and its impact on neighborhood preference. In this research we would focus on three specific questions including (1) how local

community residents feel about different types of physical nuisance and upkeep characteristics in the neighborhood, (2) what is the most significant physical characteristic made them feel bad, and (3) how they measure the neighborhood physical characteristics, by quantity or presence of a characteristic, based on an empirical survey method.

Individuals would be shown pictures of a building that is representative of their neighborhood. The neighborhood would vary, in terms of attributes related to possible nuisance (trash, graffiti, vehicles, garden furniture, grill, pot plants, and out-of-season decorations) and upkeep (yard, building, pavements) conditions. They are then asked to rate the particular attribute indicator in the neighborhood from very poor to very good using a five-point likert scale.

As a result, we find that some physical characteristics, such as garden furniture, grill, pot plants, and façade ornaments including seasonal decorations, are not regarded as physical nuisance. Other characteristics, such as trash, graffiti, broken window, bad upkeep, make the residents feel negative. We also find that graffiti is the most significant factor for decreasing neighborhood impression. Although the residents see the graffiti with varied sizes, quantities, and types, they do not feel much difference among them. Other physical nuisance and dilapidated upkeep conditions are also recognized in a similar way to the graffiti.

The most important finding in this research is that people do not much consider a quantity of physical nuisance or elements of upkeep, rather they more concentrate on presence of them. This implies that people may expect things get worse in the future although they see very small amount of physical nuisance or bad upkeep appearance. Our results support the "broken window theory".

This research gives us a good understanding of local community residents' perception of neighborhood environment, and suggests the guidelines for the local government code development for neighborhood maintenance.

[354] DEMAND-ORIENTED DEVELOPMENT OF AFFORDABLE HOUSING – THE EXAMPLE OF HOUSING CO-OPERATIVES IN THE CITIES OF BERLIN AND ERFURT, GERMANY

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Against the background of demographical change in Germany and new requirements of housing in shrinking city-regions the competition for tenants will be increasing in the future. In this context important goals of sustainable urban development are to avoid vacancy rates of buildings and to offer affordable housing. The sale of housing stock on the free capital market can complicate a sustainable management and can lead to a destabilization of the housing market, so that it has to be countered by innovative concepts for developing housing properties by their owners.

Professional housing providers have to adapt to changed requirements of users and the housing market which are coming along with demographical and societal change (paradigm change from supply-oriented to demand-oriented housing policy). Primarily the increasing amount of elderly people but also changed requirements of younger generations and variable family structures have to be considered. Research has to deal with the question, how existing housing properties can be modernised as well demand oriented, affordable and with high quality standards as with economical efficiency from the owner's point of view.

Housing cooperatives are an interesting form of housing organisation, because they offer affordable housing for people who are not able or willing to buy or build own properties. Additionally, from a societal perspective the organisational setting is very attractive because the tenants become members of the cooperatives so that there is a mixture of ownership and rent that assures the affordable housing supply. As consequence there is a high grade of identification, responsibility and engagement to keep the houses in a good shape compared to "normal" tenants.

Using the example of two housing cooperatives in Berlin and Erfurt the following aspects will be discussed:

- Innovative housing supply: demand oriented and flexible forms of housing with specific emphasis on barrier free living under economically acceptable costs,
- Complementary services: innovative concepts for offers of services near to the residence (new partnerships and organization models of private and public bodies),
- Forms of governance: models to strengthen the cooperation members' capacity of engagement and self-organisation,
- Marketing: competition advantages by sharpening the profile and modernising the image of cooperative housing.

As conclusion it will be reflected how a demand-oriented development of housing properties can contribute to the development of self-organised and cooperative housing as the third main pillar of housing policies besides private residential construction and property ownership.

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PRIVATIZING ASSISTED HOUSING AND LONG TERM AFFORDABILITY

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Since the 1960s, U.S. housing policy has shifted from publicly provided housing to programs that support the provision of new and substantially rehabilitated assisted housing through incentives for private and nonprofit ownership. These programs include below market interest rate mortgages and rental subsidies for tenants. While effective in generating affordable housing, these incentives have limited time frames that allow the units to exit the affordable inventory at the expiration of contracted periods. There has been little research on the factors leading to decisions to exit the assisted housing inventory through prepayment of mortgages or opting out of rental assistance contracts. Further, an emerging issue results from an additional subsidy program, the Low Income Housing Tax Credit program, which began with the tax reform in 1986. The tax credit program provides a tax credit for ten years in return for an affordability commitment that was initially for 15 years, later extended to 30 years but with the potential for a 15 year opt-out. This paper addresses the magnitude of the potential loss of assisted housing across these programs, including the location of units. The results have implications for understanding the availability of affordable rental housing, the importance of the preservation of the affordable rental supply, and the potential impact of the loss of affordable housing units on other goals such as mixed income neighborhoods and the balance of jobs and housing.

The paper uses data obtained from federal and state sources on the assisted housing inventory in two locations, Cook County Illinois and the metropolitan areas of Florida. The comparison of an older industrial city with cities in a growing state offers the opportunity to compare across different city types with different patterns of development. The approach includes mapping units, examining summary statistics, and using regression analysis to examine important variables in determining the likelihood of property owners making a decision to opt out of affordable housing programs. Variables that are tested include locational characteristics, type of owner, condition of property, and type of property (family or elder). The research enables planners to better understand the need to preserve assisted housing units in strategic locations.

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THE UNREALIZED POTENTIAL OF HERITAGE TOURISM AS A COMMUNITY DEVELOPMENT TOOL FOR OUR URBAN NEIGHBORHOODS

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In the 1970's, the rise of the service industry, economic restructure and the steady filtering of young professionals moving into urban areas gave a new meaning to racialized visions of cities. Racial and ethnic differences became highly marketable elements that represented urban economics. Cities began to market and package cultural diversity in the form of arts, cuisines and ethnic difference and over time, are now positioning themselves as heritage or cultural-based tourist destinations. Thus, the emergence of cultural and heritage tourism, which is defined by the National Trust in 1995 as travel directed toward experiencing the arts, heritage, and special characteristics of a place that authentically represent the stories and people of past and present. Since its official designation in 1986, this form of tourism has proven to be one of the fastest growing sectors of the travel industry. It is also one of the most lucrative. In 1989, cultural and heritage tourists spent an annual 20 billion dollars. In 2002, that number increased to 73 billion and there is no indication that there will be a decrease in the near future.

Unfortunately, many of those neighborhoods hosting the museums, fairs and other events, have yet to fully realize tourism's potential as a community or economic development tool. Research into the benefits of community based heritage tourism indicates that it has the potential to increase and induce income from tourism expenditures, generate new employment opportunities, improve infrastructure, revive local trades and handicrafts, reestablish community identity and foster a sense of solidarity among the residents. For this to occur requires a coordinated team that includes community residents and planners; two groups that are often not part of the tourism dialogue. Conversely, community development meetings don't often include representatives from the travel and tourism industries.

A successful heritage tourism experience requires a viable community to be in place. A revitalized community may retain and add to its cultural vitality for both its residents and visitors. From a theoretical standpoint, it's a plausible match. From an implantation perspective there are challenges.

This paper identifies and analyzes the pros and cons of using cultural and heritage tourism as a community redevelopment tool in those urban communities that host heritage event. Cases studies will be included from various cities across the United States and include interviews from Community Development Corporations, Neighborhood Associations, Residents and representatives of the travel industry. The ultimate goal is to determine if heritage tourism can be used as a community development tool and if so, what steps need to be taken for this to happen to its fullest potential.

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HOUSING ASSOCIATIONS AND LOCAL COMMUNITY DEVELOPMENT: A UK PERSPECTIVE

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The paper will examine the current academic and policy literature in the United Kingdom in relation to the contribution made by housing associations [Registered Social Landlords] to local economic and social regeneration and community development. The research will be set in a context of the changing role which social housing is being expected to play in the UK [Hills,2007;MacLennan,2007] and will examine the activities of housing associations working in local neighbourhoods not only to invest in new and improved housing but also to engage with other agencies to tackle wider issues of economic inactivity and social exclusion. Drawing on local case studies from England, Wales and Scotland the paper will consider how housing-centred programmes and policies are being used to create wider economic and social benefits for local residents. It will also examine some of the current barriers faced by housing associations in this respect [eg, funding, resources, skills, regulatory frameworks etc] and conclude by offering some ways forward to potentially increase the contribution of these organisations to local regeneration.

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PUBLIC ATTITUDES TOWARD AFFORDABLE HOUSING: HOW PERCEPTIONS OF RACE AND CLASS INFLUENCE VIEWS

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Drawn from a Dissertation in Progress: Dissertation Advisor – Elizabeth Mueller (ejmueller@mail.utexas.edu)
Methodology: Focus Groups and Survey

The development of affordable housing often involves a contentious siting process. Proposed housing developments frequently trigger concern among neighbors and community groups about potential negative impacts on neighborhood quality of life and property values. Advocates, developers, and researchers have long suspected that some of these concerns stem from racial or class prejudice, yet these assumptions have not been measured empirically. My dissertation seeks to examine the roles that perceptions of race and class play in shaping opinions that underlie public opposition to affordable housing. The results will provide advocates, planners, developers, and researchers with a more accurate portrayal of affordable housing opposition, thereby allowing the response to be shaped in a more appropriate manner. If concerns about property values and crime are simply masking negative views toward minorities and the poor, community outreach and education efforts will fail to resonate with the public.

Opposition to affordable housing is often labeled “Not in my Backyard” (NIMBY). This term implies that those who oppose its construction agree with the need for such housing, but simply do not want it built near them. This type of response is widely assumed to be based primarily in self-interest. Concerns such as loss of property value, increased crime, unsightly design, and poor management are those most often voiced when affordable housing is proposed. In response to these concerns, considerable time and money has been committed by housing researchers to study the evidence to support or refute claims by neighbors. For the most part, the research evidence demonstrates that well-managed housing that fits the scale of the neighborhood seldom produces the negative impacts mentioned above. Despite this evidence, neighborhood opposition continues to be a major barrier to the successful development of affordable housing.

In order to address the gaps in our current knowledge of affordable housing attitudes, I pose the following questions:

1. How do public attitudes toward minorities shape the propensity for individuals to feel that their self-interest is threatened by affordable housing?
2. How do public attitudes toward the poor shape the propensity for individuals to feel that their self-interest is threatened by affordable housing?
3. What is the role of ideology in shaping attitudes toward the poor, toward minorities, and toward affordable housing?

Using a mixed-methodology of focus groups and surveys, I aim to produce the first comprehensive study of affordable housing attitudes that focuses on the extent to which racial and class stereotyping shapes attitudes toward the provision of housing for the poor. The ultimate goal of this research is to develop a more comprehensive understanding of American public opinion on the subject of affordable housing, which should lead to more informed policy and planning responses. In the proposed ACSP session, I will share the results from my survey research and discuss preliminary conclusions and implications for the field. I plan to discuss how this research improves our understanding of how public attitudes toward

affordable housing attitudes are shaped, leading to a more focused and appropriate response when such opposition arises.

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THE POLITICAL ECONOMY OF MANUFACTURED HOME PARKS: A CASE STUDY OF POLICY DEVELOPMENT IN OREGON

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Manufactured housing is the largest source of unsubsidized affordable housing in the US. In Oregon, manufactured housing comprises 10.3% of the housing stock. Owners of 69 parks in Oregon issued closure notices to their residents during the real estate boom years of 2001-2007, resulting in a net loss of 2,800 spaces and 4% of the parks statewide. Many of the households who were displaced were low-income, elderly, or both.

In the wake of extensive media coverage, the 2007 Oregon legislature took up the issue of park closures and adopted legislation that both softened the loss to manufactured home owners and also promoted the possibility of park purchases by resident groups. While the package has been heralded as the "best legislation of its kind in the US," the process of achieving an outcome left both tenant and landlord interests exhausted and dissatisfied.

The debate on manufactured home park closures rapidly expanded from a discussion among property owners and tenants to involve a far broader spectrum of players, including local elected officials, planners, affordable housing advocates, local assessors and activists. The debate also surfaced a range of deeper issues underlying park closures, including:

- When government should intervene in the private market
- Potential downsides to "smart growth," and who should pay for those downsides
- The nature of property rights and what constitutes property
- Who should share in the costs and burdens of gentrification
- The role of local government vs. the role of state government
- Whether manufactured housing is "real" housing and worthy of preservation.

This case study of manufactured home park policy in Oregon focuses on the solutions to park closures that were adopted by the 2007 legislature. The case study examines how and why particular solutions were adopted, discusses the underlying issues that informed the legislative process and eventual outcomes and assesses the significance of the legislation for tenants, property owners and affordable housing policy.

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IMPACT OF MIXED USE ON HOUSE PRICES— DISENTANGLING ACCESSIBILITY, DENSITY AND MIXED USE

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One of the primary objectives of transit-oriented development (TOD) is to provide affordable housing in rapid transit station areas for transit-dependent households. However, this objective could be hampered due to high house prices in station areas, leading to gentrification issue.

Past research already shed lights on the impacts of density, mixed-use (i.e., TOD tools), and accessibility on house prices. However, a few gaps remain: First, the relationship between accessibility, density, and mixed-use is still puzzled. Theoretically, accessibility can be regarded as the output of density and mixed-use altogether, but their concepts and variables are still intermingled to some extent. Second, the relationship between the degree of mixed use and house prices at different spatial scales (e.g., in-building, in-block, and surrounding-blocks mixed use) seems not clear. Finally, the role of higher floor-area-ratio (one type of high density tool) to reduce house prices through smaller land share of per-floor-area-unit cost is not clear since some research showed that density is positively associated with house prices.

This empirical research aims to fill in the above gaps by conducting the tasks below. Based on literature review, the first task is to analyze the concepts, variables, and relationship between accessibility, density, and mixed use in the house prices realm. The second task is to evaluate the impact of mixed use on house prices at in-building, in-block, and surrounding-blocks scale. To accomplish this task, hedonic price model will be applied, in which independent variables of house, building, and neighborhood characteristics are analyzed and characterized in advance into 1) affecting land value, house price, or both, and 2) affecting total house price or per-floor-area-unit price, or both. Per-floor-area-unit price is chosen as

dependent variable since most neighborhood variables, such as mixed-use variables affect per-floor-area-unit price via affecting per-land-area-unit price, rather than adding/reducing a fixed value from total prices of all kinds of houses. The empirical case for this research is Taipei, Taiwan. The primary data sources include year 2001 house sales database, and year 2001 land use data for each address. Geographic information systems is applied to develop mixed-use and accessibility data.

The research findings are expected to provide insights into 1) the relationship between house prices and mixed use at various spatial scales, 2) whether mixed use, as a primary TOD tool, conflicts the objective of TOD, and 3) if this conflict issue can be resolved by applying higher floor-area-ratio policy.

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PUBLIC-PRIVATE PARTNERSHIPS FOR AFFORDABLE RENTAL HOUSING: LESSONS FROM ALBERTA

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Ensuring access to safe, adequate and affordable housing for all residents has become a major challenge for Canadian cities (Fallis & Murray, 1990). In Alberta, most cities have embraced public-private partnerships as a new model to address the housing needs of low-income residents in the context of limited, short-term government funding for affordable rental housing (Boase, 2000). On the supply side, new starts of rental housing have reached historically low level, which coupled with rent increases in deregulated markets, has led to significant supply constraints at the lower end of the rental market. On the demand side, this shortage is manifested in growing poverty and rising homelessness. Cities in the province, under the new Affordable Housing Program Agreement, partner with senior levels of government and private, public and non-profit sectors to effectively provide new affordable rental housing (FCM, 2002). By using innovative financing mechanisms and sharing resources and responsibilities, public-private partnerships have emerged as a new collaborative approach to generate affordable rental housing.

This paper uses a common analytical framework for evaluation of public-private partnership projects to examine the effectiveness and the efficiency of the model and its implementation challenges and opportunities (Pomeroy et al, 1998). The framework is applied to several conceptually appropriate case studies with a focus on several evaluation clusters—relevance, effectiveness, efficiency, sustainability and impact. These evaluation clusters relate to a series of evaluation criteria within each category to benchmark performance such as design quality, project cost control, institutional arrangements, satisfaction with the loan, social and economic impacts, environmental and technical sustainability.

The paper draws on qualitative and quantitative research methods. It uses a case study approach, primary data generated through 35 face-to-face key informant interviews, content analysis of policy documents and project files as well as data from secondary sources of

information (planning reports, city/provincial policy documents and assessments). The interviews elicit important information on challenges and opportunities of public-private partnerships as well as insights into financial, organizational and technical issues pertaining to affordable rental housing provision.

The paper argues that public-private partnerships for affordable rental housing present an innovative model which needs a lot more institutional and financial support to become viable in the province of Alberta (Tsenkova, 2007). The present mosaic of policy experiments has managed to attract public and non-profit providers, but fails to mobilize support from the private sector. While efficiency and effectiveness in most of the case studies are ranked highly, the sustainability of the model is questionable as well as its economic and social impact.

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PATTERNS OF INEQUALITY: THE DISTRIBUTION OF HOUSING OPPORTUNITY IN THE UNITED STATES

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Inequalities in the distribution of aspects of opportunity across and within metropolitan areas are well-established (Orfield, 1997). The uneven distribution of resources creates a new socio-spatial structure of domination and subordination where both economic forces and land use practices reinforce one another to produce a system of distribution of public goods and services that favors one area and harms the other (Squires and Kubrin, 2005). Land use regulations, not-in-my-back-yard (NIMBY) attitudes, and economies of scale lead developers to build homogeneous developments of single-family detached residences, while land available for multifamily, affordable, or subsidized housing is limited and isolated, constraining the choices of lower-income and minority households seeking affordable and appropriate housing in areas that offer access to good community resources (Briggs, 2005).

The proposed study compares housing segregation across 15 major metropolitan areas in the United States using a sorting index to decompose the total variance of housing characteristics to express how much of the variation across the metropolitan area is explained by between-tract variation rather than within-tract variation. The study examines three aspects of housing distribution—type (single-family or multi-family), tenure (owner or renter) and housing value. The findings further our understanding of the spatial distribution of housing options and the extent to which choices of low-income or minority households are constrained by housing availability, credit availability, or affordability issues.

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SANCTUARY CITIES? THE ROLE OF IMMIGRATION AND SUBURBAN DECLINE IN METROPOLITAN AMERICA

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During the late 1990s and early 2000s, urban scholars have increasingly paid attention to the changing nature of American suburbs, with particular focus on older, first-tier suburban areas. For the first time in postwar urban America, scholars, local governments, and community advocates have presented evidence of widespread decline of the nation's first-tier suburbs (Lucy and Phillips, 2000). At the same time, research also revealed a marked increase in the socioeconomic diversity of U.S. suburbs (Orfield, 2002; Hanlon, Vicino, & Short, 2006). Furthermore, suburbs grew home to an increasing number of immigrants as well (Singer, 2005).

In this paper, I explore the role that increasing immigration has played through metropolitan America in shaping the evolution of suburban decline. In 2006, local governments in the United States began a dialogue of immigration policy and enacted legislation pertaining to immigration issues. Many of these local governments were located in the suburbs of large metropolitan areas, and they have recently witnessed significant socioeconomic change in the structure of the population and economy.

This study asks the following research questions: 1) what are local suburban governments doing to confront immigration in terms of public policy and planning? and 2) how are the socioeconomic characteristics of suburban decline related to this phenomenon?

In terms of data and methods, this paper relies on archival research from local governments, which includes either municipalities or county governments, that enacted some form of immigration legislation or public plan for immigration-related issues. The study period is 2006 to 2007, and it includes municipalities and counties that enacted immigration legislation and plans during this period. Immigration legislation and plans are defined as any legislation or legal plans that pertain to the statutory status of residency of a person in a jurisdiction. For the purposes of this study, the legislation or plan may pertain to any public policy issue.

Preliminary results of the archival research uncovered a sample of 65 local governments from all geographic regions in the nation. A typology of public policy and planning areas was developed to represent what local governments had attempted to do about the issue of immigration. The policy areas included: 1) Housing; 2) Employment; 3) English language; 4) Government services; and 5) Police enforcement. An analysis of the socioeconomic structure of these places was also conducted.

This paper calls for the development of planning and policy options for new immigrant suburbs in the U.S. The emergence of sanctuary

cities and suburbs is a critical planning and policy issues for the era of suburban decline.

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COMMUNITY DEVELOPMENT AND PUBLIC HEALTH: EXPLORING THE SYNERGIES

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This paper explores the practice and programming synergies between community development and public health. While such synergies may hold promise in a variety of settings, both domestic and international, this examination uses the lens of community development practice in U.S. cities to ask the question: can adding community health programming to community development practice enhance community development outcomes, and if so, how? Core working hypotheses are that: (a) Poor health (the absence of a critical asset) may severely restrict the participation of vulnerable individuals or their caregivers in community activities; improving health would enable greater participation both in community life and in individual asset-building activities such as work and education; (b) Improving the health of such individuals in a community development context may foster increased personal empowerment that, in turn, leads to greater engagement in the community and greater levels of social inclusion; and (c) Adding health, framed in community terms, to community development practice may enable practitioners to attract new partners into community development and motivate community engagement among new groups of residents.

The paper is broadly grounded in the long experience of the authors: Brown's depth in public health, including the activities of community health centers; Kraft's experience developing the Active Living by Design program for the Robert Wood Johnson Foundation; and Vidal's extensive research on community development and community capacity building. It is specifically informed by a scan of cutting-edge examples in which community development corporations (CDCs) in Boston and Chicago (two cities long known as innovators in the field) have begun to add a wide variety of health-related efforts to their programming. These examples provide important insights into the potential, challenges, and requisites of this approach.

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HOMEOWNERS' ASSOCIATIONS AND HOUSING MANAGEMENT REFORM IN RUSSIA

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In this paper I examine the current housing reform in Russia from the residents' perspective. This is also the main theme of my doctoral dissertation, which I am currently working on. Reforming the previously state-monopolised housing sector was started by privatization of housing in the 1990s'. At the moment housing management is being moved to private sector as the new Housing Code obliges residents to hire a private management company or to establish a homeowners' association for the management. How the residents are adjusting to the reform and what kind of problems they encounter in homeowners' associations, are central questions of this paper.

Homeowners' associations are analyzed from the point of view of self-governance and participation. Participation in the association's decision-making is a challenge to the new owners of privatized, previously state-owned apartments, as they have no prior experience or knowledge of housing management. The reform requires also a considerable mental change: that the residents take interest in the condition of the common property, which used to be state-owned and was regarded as "no-man's land". I am examining homeowners' association as a common-pool resource regime, which takes care of the common areas of the house: courtyards, staircases, attics, cellars etc. The problems and disputes that arise in managing the common property are my key interest. Particularly interesting is in the free-rider problem that stems from the common maintenance responsibility, as neglecting the housing payments is common in Russia. My research is based on qualitatively analyzed interview data of St. Petersburg's homeowners' associations and local housing authorities.

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PLANNING FOR FAMILY FRIENDLY CITIES

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There is a shift occurring across the US as planners and economic developers begin to recognize the importance of planning cities that are friendly to families with children, not just to the young professionals and empty nesters. Although the creative economy focus is on the childless and the kinds of arts, cultural supports, housing and recreation activities of interest to that group (Florida 2002), there is beginning to be an expansion of interest to address the needs of families.

One area garnering increased attention is child care and how planning and zoning can promote, rather than prevent, increases in supply (Anderson 2006, Warner et al 2007). Similarly in transportation, we are beginning to see attention to the kinds of travel needs of families (shopping, school, child care) rather than the simple route to work transportation planning of old.

In collaboration with the American Planning Association, we are conducting a survey of planners to assess the extent to which their practice addresses family friendly cities. The survey, to be administered nationwide in March 2008, will assess barriers (both attitudinal and regulatory) and specific ways in which planners have been able to overcome these in their practice. This survey will provide an important benchmark for future work to encourage policy and practice change.

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URBAN DEVELOPMENT AND DIVERSITY: THE COMPLEXITIES OF PLANNING FOR SUSTAINABLE RESIDENTIAL NEIGHBOURHOODS IN THE INNER CITY

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Since the mid-1990s the city centres of Britain's large regional cities have seen a rapid growth of high density private housing development and an associated rise in their central residential populations. The process is subject to a growing academic debate that examines the drivers behind this process, and nature of the new populations, the positive impacts upon the cities. Most notably, it highlights some of the more problematic issues relating to the narrow range of housing types, gentrification pressures, the transient nature of populations and the failure to develop sustainable neighbourhoods underpinned by a range of public and private services and amenities.

These shortcomings have become a growing focus of attention for city planners and policy makers as the market reaches a critical mass and it expands into adjacent inner-city areas. But ambitions to broaden the range of housing and create sustainable urban neighbourhoods are particularly challenging given the inherent complexity of inner city districts and their dynamic property development conditions.

This paper critically examines how planners are tackling this challenge in a case study of Birmingham and its Eastside district, site of the city's largest regeneration initiative. The city council's plans envisage Eastside as an opportunity to encourage a wider range of housing, a more diverse residential base, and more sustainable community fabric than that which emerged in the first wave of city centre housing development.

This paper deploys an analysis of development and planning processes on key sites in Eastside to examine why the initial ambitions are proving very difficult to achieve in practice, despite the more progressive vision for the area. The study explores the interaction of property market conditions, planning frameworks, and the roles of key private and public sectors from the initial conception of key projects through to the start of work on site. The tensions and trade-offs in the decision-making process highlight the need for significantly more robust strategic planning frameworks for areas such as Eastside in order to shape market conditions and to make the realisation of distinctive, sustainable urban neighbourhoods more viable. The issues illuminated here are highly relevant to urban planning debate and practice as the challenge of creating sustainable inner city communities is likely to be an increasingly important agenda for large cities in Europe and North America over the coming years.

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INCLUSIONARY HOUSING PROGRAMS IN SMALL-TOWN CALIFORNIA: PRODUCTION, ADAPTATION, AND INNOVATION

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Across California, and the U.S., cities and counties of all sizes – urban, suburban, and rural – are responding to severe shortages of affordable housing via adoption of inclusionary housing (IH) programs. Also known as inclusionary zoning, IH programs encompass a large variety of policies that share the common element of requiring or encouraging private developers of housing to directly build or facilitate the building of affordable housing for purchase or rent.

Since the earliest programs were adopted in Fairfax County, Virginia, Montgomery County, Maryland, and Palo Alto, California, in the early 1970s, IH has proven to be a useful tool for local jurisdictions balance new growth with the need for affordable housing. It seeks to achieve three objectives: 1) production of new below-market-rate (BMR) units; 2) economic and social integration in desirable neighborhoods with good services; and 3) simultaneous production to mitigate NIMBY opposition.

Often, these programs offer private developers alternatives to building the BMR homes themselves on the same site as the market-rate homes. These include options to build the units off site, partner with a nonprofit developer, or dedicate land or pay an in-lieu fee to the local government. Programs may also include financial offsets, such as direct subsidies, density bonuses, design and parking concessions, fee waivers or deferrals, and expedited processing, that reduce developer costs of building the BMR units.

Nowhere has the growth of these programs been more widespread and more impactful than in California. About 170 cities and counties are known to have adopted an IH program – nearly one-third of the state's 536 jurisdictions (NPH/CCRH: 2007).¹ In 1994, a study by the California Coalition for Rural Housing revealed 64 jurisdictions with IH.² In the span of 12 years the number of programs has grown by 265%. It is estimated that these programs have resulted in nearly 29,300 affordable homes benefiting about 80,000 people since 1999.

Within the academic and professional literature, many have written in recent years about the expansion and implications of IH (Calavita: 2006). A singular characteristic of the literature is its focus on major population centers – cities and metropolitan counties. A recent issue of the American Planning Association's publication *Zoning Practice* highlighted the adoption or expansion of IH in Denver, Boston, San Francisco, San Diego, and Sacramento since the early 1990s (Brunick: 2004). Other publications have addressed the potential adoption of programs in Washington, D.C., and New York City (Policy Link: 2003, 2004).

Much less has been made of the 30-year experience of this strategy in small- and medium-sized jurisdictions. In practice, IH has been, and continues to be, a phenomenon largely found in suburban communities and an expanding number of small towns and rural places not associated with large conurbations. Only a handful of major central cities have adopted these programs. In California, nearly one-third (54) of programs are located in cities and counties with population under 20,000 and nearly 60 percent (100) in localities with fewer than 50,000 people.³ The direction of growth is away from the built-up coast and towards interior agricultural valleys and rural tourist, resort, and retirement destinations – the new magnets of population growth.

No studies have plumbed deeply into the functioning of these programs in smaller jurisdictions – their productivity, adaptations, and innovations. This paper will analyze the findings of research that evaluates the growth and effects of IH programs in California. After discussing the main arguments for and against IH, I examine the unique characteristics of programs in jurisdictions with population under 20,000, case-study four of these jurisdictions, and explore the opportunities and barriers to design, adoption, and implementation of these programs.

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PROBLEMS RELATED WITH THE DEVELOPMENT OF THE NEW RESIDENTIAL ZONES IN THE CZECH REPUBLIC

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After the political changes in the year 1989 the towns in the Czech Republic were touch by the strong process of the suburbanization. It got across the big outflow of the inhabitants outside of the large city borders into the smaller ones, especially into the surrounding village settlements, where we could note a big increase of inhabitants. In the direct connection with the former small communities appeared new habitable units. The new conditions of the democratic market society contribute to this situation. Some of the inhabitant groups could suddenly finance their new living. People were seeking out for the outside city location. The intercity landscape and smaller settlements dispose of the cheaper land potential and more qualitative natural environment then metropolis.

The process of the suburbanization drag along also many problems. New dwelling units appeared and still are appearing with no conception, there is a lack of public spaces and new needed public facilities. The inhabitants of the new housing units are still dependent on the original core city, metropolis are offering a large range of working opportunities and also the civil facilities especially of the higher rank which are located in the large cities. The result are increasing demands on capacity and quality of the transportation connections. Building of sufficiently capacitive transportation systems, public spaces and civil facilities is not to this date an investor duty of the new housing development.

The communities with the large increase of inhabitants are in addition socially separated. Original village inhabitants live here but also new inhabitants from the large cities live here. Both groups have totally different life style. The communities mayors are usually controlling a community with one name but with two different groups of inhabitants which usually do not communicate to each other and do not collaborate.

It shows that the process of the suburbanization must be liable to specific regulations and must proceed conceptually. One of the

possibility is to allow only smooth estate growth in the village communities where there will be also building of the civil facilities, public spaces and transportation systems in the same time. This has to be guaranteed by the investor of the housing unit with the community collaboration. This process can ensure continuous integration of the new units and new inhabitants into the spatial, operational and functional structure of the original settlement.

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HOW HAVE IMMIGRANTS ADAPTED TO THE HOUSING MARKETS OF MID-SIZE METROPOLITAN AREAS IN THE U.S.?

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Immigrants, as a dynamic group, have started to move in large numbers to places that had few immigrants, greatly affecting the local demographic makeup and the housing markets. To better understand how immigrants have adapted to the housing markets outside the traditional and emerging gateway metropolitan areas, this study will examine a sample of 60 mid-size metropolitan areas that have seen a large growth in the immigrant share of the total population. Using data from the 2000 decennial census and the 2005 ACS microdata, we will analyze differences in housing market outcomes for areas that had relatively little immigration, and contrast it with those that already had a large immigrant population. We also compare metropolitan areas that experienced significantly different rates of immigrant growth and compare metropolitan areas in rust-belt versus sun-belt. We expect to find that immigrants started low but have improved their housing consumption more rapidly than similar native-born households. Latino immigrants fare better in areas of relatively more Latinos. Younger immigrants are particularly successful, while there is surprisingly little difference between Latino and Asian immigrants.

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DEMOGRAPHIC CONTOUR OF ADVERSE IMPACTS: THE HOUSING BOOM AND BUST OF 2000-2006

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The recent boom and bust in U.S. housing prices has had adverse impacts that are not spread equally. Some parts of the nation and some demographic segments have been especially hard hit. Many new homeowners are overstretched, which makes the market more difficult to recover from the current bust. Both the boom and the bust have had important negative consequences.

This paper makes use of data from the 2000 census, that records conditions at the beginning of the boom, and the 2006 American Community Survey, that records conditions at the peak of the boom and the beginning of the decline. We will calculate social profiles of benefits and vulnerabilities for detailed demographic subgroups defined by state or region, age, race, and income quintile. For each of these groups, two specific questions are asked"

First, between 2000 and 2006, how have homeownership rates shifted, demarcating the frontier of who is excluded from the benefits of rising prices and who faces the now-greater barriers of entry into homeownership?

Second, in 2006, at the completion of the boom, what proportion of each demographic segment among homeowners occupied their home within the previous 2-3 years (since 2004) *, marking those who bought near the peak and are most vulnerable to price declines? Conversely, what proportion have occupied their homes since 2000 to 2003, or from before 2000, and hence who have had time to accrue substantial gains in home equity?

Although our data sources contain no details about mortgage status or estimated home equity, this analysis will yield a useful profile of who is most vulnerable to either the accumulated increases in housing

prices (i.e., the non-homeowners) or the prospective declines in prices (i.e., the most recent buyers). We will also identify regions that are most hard hit by the recent downturn. Information on these adverse impacts will prove useful in the design of programs intended to address the current housing crisis.

* Note that the American Community Survey is collected in monthly interviews, from January to December, so that the 2006 data reflect a range of temporal experience.

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THE BEHAVIOURAL PATTERN OF NEIGHBOUR RELATIONS IN SINGAPORE PUBLIC HOUSING

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Public housing in Singapore occupies a special position in the housing market. The majority—more than 80%—of Singapore residents reside in public housing. In the past decade, about half of the 1995 cohort of household heads in public housing have moved house, prompting an inquiry into home equity and behavioural pattern of lifestyle in Singapore public housing. Early housing studies have purported that high-rise public housing is bad for people, causing unpleasant outcomes such as fear, poor social relations, the absence of community and damaging the character of neighbourhoods

(Jephcott and Robinson, 1971; Conway and Adams, 1977). What is the extent of neighbour and social relations in the multi-ethnic(1), multi-cultural Singapore residential milieu? Many housing scholars have discussed the significance of neighbours and neighbour relations in housing satisfaction and creating a sense of belonging to local area (see, for example, Forrest and Kearns, 1999; Guest and Wierzbicki, 1999). This paper will draw on empirical evidence to examine the pattern and intensity of neighbour relations in Singapore's high-density public housing to understand some of its energy and cultures through the eyes of the residents. In particular, concern is with the empirical case narratives of resident families who have moved from old 12-storey blocks to new 25-storey blocks and how those study families have related to the change in their living environment.

Footnote:

(1) Reflecting the national demographic, the major ethnic groups in public housing are Chinese (74.4%), Malay (16.5%) and Indian (8%).

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TRACK 6: INTERNATIONAL DEVELOPMENT AND TRANSNATIONAL PLANNING

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[373] PLANNING FOR POVERTY ALLEVIATION IN RAPIDLY GROWING AFRICAN CITIES: PRELIMINARY FINDINGS FROM FIELD RESEARCH IN LAGOS AND BENIN CITY, NIGERIA

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Are international targets for poverty alleviation, such as the Millennium Development Goals, relevant to improving access to water and sanitation among poor households in rapidly growing African cities, particularly when there is little consensus on how to reach these goals? What criteria do such households use to evaluate service providers or to demand improved delivery from government? The literature on consumer demand for basic services has focused on "willingness to pay" while ignoring the quality of urban services and how social hierarchies affect their supply and demand. The idea of the "strong society" and "weak state" in African countries and the continuous question of national identity in the face of intense ethnic identification in Nigeria have special relevance for understanding how communities respond to and cope with inadequate public services. This paper presents preliminary evidence on the relationship between reported satisfaction, civic participation and access to water and sanitation services as gathered during fieldwork for my approved doctoral dissertation research project between October 2007 and February 2008. Evidence comes from a survey of 754 households in 18 neighborhoods in Lagos and Benin City, Nigeria, and qualitative data from semi-structured interviews and observations. Using a model derived from Hirschman's exit, voice and loyalty framework with variables that capture satisfaction with basic services delivery, I argue that understanding how community-level factors such as the range, cost and quality of water supply alternatives, physical disorder and social ties affect behavior at the household level is crucial to designing interventions that improve individual and population access to basic services.

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PERFORMANCE-BASED PLANNING: A CROSS-NATIONAL COMPARISON

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Performance-based planning is becoming increasingly applied to the public sector around the world as a means to increase the efficiency and effectiveness of decision-making. Performance-based (also termed "effects" or "results based") approaches have been used in the United States, Canada, New Zealand and Australia to improve decisions for land use and natural resource planning. Performance-based planning is built upon the assumption that the impacts of land use are a function of intensity rather than specific use. Thus, performance-based approaches set standards that describe the desired end-result and acceptable limits of impacts. This type of planning is supposed to be more flexible, require fewer regulations, speed up the approval process, and encourage a greater dialogue amongst stakeholders (Kendig 1980; Porter et al. 1988).

Performance-based planning means different things to different stakeholders. Land use developers and governments have embraced performance-based planning as a means to reduce "red tape" in the development application process. Environmentalists also applaud performance-based approaches as a means to improve environmental management and decision-making with respect to land development activity. There seems to be a diversity of interests accommodated by performance-based planning, yet there is very little literature that critically assesses its application (Baker et al. 2006).

The purpose of this paper is to examine how performance-based planning has been implemented across four countries: Australia, Canada, New Zealand and the United States. The paper will examine the extent to which experiences with performance-based planning are shared across these four countries. In part, this analysis will be informed by examining the published literature and the extent to which this literature is shared across countries.

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DECENTRALIZATION, COMMUNITY DRIVEN DEVELOPMENT AND ELITE CAPTURE: MICROCREDIT AND COMMUNITY BOARD PARTICIPATION IN INDONESIA

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In the late 1990s a series of events occurred that would change the course of Indonesian history in dramatic and irreversible ways. The Asian economic crisis resulted in months of runaway inflation

followed by civil unrest in Indonesia's major urban centers. These and other closely related events such as violent attacks on Indonesians of Chinese descent led ultimately to the resignation of President Suharto. The resignation was followed by a period of consolidation of the pro-democracy and political reform movements. This consolidation encompassed a national dialogue about the need for clean government, an opening up of the news media and civil society in unprecedented ways and series of electoral reforms. Another significant event in the late 1990s was the passing of two pieces of decentralization legislation, Law 22/1999 and Law 25/1999, that began to reverse a 30-year process of centralization and that gave substantial political and fiscal power to local, municipal-level governments. These events presented incredible challenges and opportunities for Indonesia's national development. One challenge was dealing with the rise in urban poverty rates spurred by the crisis. Another major challenge was sustaining the national momentum for more democratic, transparent and accountable governance from the village to the national level. Finally, there was the question of how successful state and civil society actors would be in using the new political spaces created by these events while also protecting them from elite capture.

At the nexus of these opportunities and challenges, the World Bank implemented the Urban Poverty Program (UPP), which relied on local residents to conduct a deliberative planning process at the community level. The paper uses data from an evaluation of UPP to examine how the opportunities and challenges outlined above are unfolding at the community level. The program is worth examining for a number of reasons. First, it is one of the World Bank's most ambitious community-driven development (CDD) efforts, a strategy increasingly popular internationally, although there is little robust examination of its foundational assumptions. One assumption is that the deliberative planning process inherent in CDD will be able to identify worthy program beneficiaries—in this case, the urban poor. It is also assumed that CDD empowers the poor. UPP is Indonesia's largest internationally supported poverty alleviation effort, and is now being adopted by the Indonesian government and implemented nationally. As a result, it is an opportune time for rigorous empirical evaluation of UPP and its underlying assumptions.

The analyses in this paper interrogate a series of assumptions about the presumed relationship among decentralization, CDD, poverty alleviation and elite capture. The first assumption is that the poor and vulnerable benefit from CDD efforts. Testing this assumption requires examining how well UPP is reaching the poor and disadvantaged and to what extent it may reinforce patterns of poverty and social exclusion. The second assumption tested is that CDD empowers local community members rather than reinforcing patterns of elite capture. Examining that assumption means asking who is likely to play a leadership role, who makes key decisions and who controls program resources at the local level. The chapter begins with background information about Indonesia's decentralization legislation, CDD, patterns of elite capture and UPP. The chapter then explains how the data set and variables were constructed. Descriptive statistics present the employment and age distributions of members of the microcredit groups and community boards. Next, the chapter turns to descriptive statistics and logistic regression analyses of the individual characteristics that are expected to predict membership in both the microcredit groups and the community boards. Finally, conclusions are drawn based on the analyses.

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GENETICALLY MODIFIED COTTON AND INDIA'S EMERGING ECONOMY: A GROWING BURDEN ON THE RURAL POOR

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The globally controversial genetically modified (GM) cotton has been adopted widely by Indian farmers. Claiming the adoption to be a success of the GM technology, the proponents call for a large scale introduction of GM crops in Indian agriculture. According to them, GM crops promise to increase farm productivity and incomes, reduce environmental damage and usher in a "second green revolution." Even while GM crops are opposed on the basis of environmental and economic risks they pose, a number of GM crop varieties have been adopted and others are on the verge of commercial release in India. Using GM crops to enhance agricultural productivity has become the cornerstone of India's current agricultural policy.

A spate of farmer's suicides in Maharashtra and other rainfed regions of India since 1998 indicates the distressed situation of cotton farmers. Cotton farmers have adopted GM cotton with great expectations but despite five years of cultivation, farmers distress has not ceased. If GM cotton is so beneficial, what explains the farmers continuing distress? Do risks of GM cotton far outweigh their benefits?

Through interviews conducted in Maharashtra, central-western India, and Delhi, and a review of government reports, NGO documents, conference literature, websites and newspaper articles, this paper finds that the issues faced by farmers are much deeper than what GM cotton can solve or what has been addressed in the GM debate. Cotton farmers face persistent problems in the agricultural production process such as natural calamities, pest attacks, water scarcity and increasing production costs. The reasons for continuing distress also lie in the unsuitable nature of GM technology for rainfed areas and the absence of a supportive "policy and institutional" framework for the adoption of new technology. Such a state supported package allowed the production process to become safe and remunerative for farmers during the green revolution and saved India from a food crisis. Further, preferential government incentives for expanding cotton textile exports after the removal of the global Multi-Fibre Agreement and trade liberalization are negatively affecting the procurement and prices of domestic cotton. An increase in agricultural productivity through GM cotton without ensuring their export or domestic absorption potential will only be detrimental to farmers economic well-being.

GM crops are being adopted world-wide for alleviating rural poverty. An analysis rooted in one developing country thus produces significant insights for literature on international development planning and policy as well as sociology of science and technology studies.

The above-mentioned proposal is taken from an almost completed dissertation. Advisor: Professor David Lewis (Current), dbl2@cornell.edu

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S.O.S. - THE SABOTAGING OF SLUM UPGRADING IN SAO PAULO

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Despite Brazil's constitutional commitment to housing for all, the country's most populous city – São Paulo – has only experienced a growth in the number of slum dwellers and a decline in city investments in slum upgrading. Development literature suggests that this dilemma reflects a) the weakness/capacity of interested parties in building political will to address poverty problems; and/or b) the need to establish economic growth or fiscal responsibility first in order to mobilize funding for basic needs later. Both are well developed scholarly arguments. However, this study asks whether the questions asked in such literature are sufficient in explaining why poverty reduction projects and development investments like slum upgrading are losing ground in places like Brazil. The question this paper seeks to ask is what are the fundamental assumptions and privileges inherent in current development debates and how do they influence planning outcomes.

The hypothesis presented is that the current interpretation of fiscal responsibility and practices of public sector accounting reveal a fundamental bias against social investments like slum upgrading. Using the evidence from the city of São Paulo's municipal budgets between 1995 and 2005 for empirical evidence, I argue that the for-profit motivation shaping current public sector accounting practices often lead to a decline in much needed social investments. In short, what is captured in accounts, how it is captured, and what is not captured all matter. Secondly, based on fieldwork and participant observation in meetings at the local, national, and international levels, I argue that current accounting and administrative practices energize an unproductive cycle in which perverse adaptations of "fiscal responsibility" on the local front are increasingly fed by and feed stringent administrative guidelines at the national and international levels. This perverse cyclical dynamic and decline in social investments critically hamper planning for and the realization of development goals – all while creating an illusion of fiscal responsibility – and an incomplete vision of fiscal responsibility at that.

Though of course political struggles and strategic visions of economic development are key shapers of policies effecting slum upgrading, decision making processes and scholarly debates in such development planning projects increasingly rest on what are termed hard data. Accounting practices produce this data and in doing so influence the scope of what is deemed fiscally possible and appropriate in development planning. As São Paulo reveals, planners must reexamine the assumptions and privileges afforded in the hard data emerging from current accounting practices and interpretations of fiscal responsibility.

From pre-defense completed doctoral dissertation
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OVERCOMING CONFLICT IN THE INDIAN HIMALAYAS: A POST-CAPITALIST PARADIGM FOR RURAL PLANNING?

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This work focuses on the intersection of rural planning, sustainable development and ecotourism in the Indian Himalayas. The study area is defined by the Nanda Devi Biosphere (NDBS), a UNESCO World Heritage Site that contains two national parks (Nanda Devi and Valley of Flowers) surrounded by a buffer area containing twenty villages. In this project, we examine how the creation of the biosphere has altered the cultural landscapes of the region and the traditional systems of resource management and distribution of the indigenous Bhotiya people. The state has been promoting ecotourism in the region since 2001, and the Bhotiya have been struggling to participate in this growing industry, but with limited success. Using a framework of post-capitalist politics that challenges dominant notions of capitalism, and data from fieldwork, including site reconnaissance and open interviews with community members and establishments, this work proposes an alternative model of rural planning for the region based on principles of sustainability and environmental democracy.

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PLANNING CULTURE: THE MISSING LINK IN INTERNATIONAL PLANNING STUDIES

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An important precondition for the further internationalisation of the planning discipline is the elaboration of a conceptual framework to describe the structural – institutional and cultural – differences in planning contexts. While many international comparative studies – in itself is a rather modest branch of planning research – acknowledge the importance of cultural and institutional differences, in general, researchers develop definitions and typologies of national planning contexts (e.g. Newman & Thornley, 1996) to fit their own particular analyses. Some attempts have been made to develop a general conceptual framework in the 1960s, when John Friedmann (1967) introduced the term ‘planning environment’ and others followed his example. With the decline in popularity of general planning theories in the 1980s, the elaboration of this concept came to a standstill.

There are some signs of a renewed interest in the differences between planning contexts across countries, fuelled in part by European integration (e.g. EC, 1997). Often the term ‘planning culture’ is used in this context (e.g. Sanyal, 2005). However, definitions of planning culture are often quite fuzzy and differ among authors. Existing comparisons often lack conceptual clarity. Furthermore, international comparisons usually pay a lot of attention to the formal judicial planning system, while the relationship between government intervention and spatial development is much more varied in actual practice. The scope and influence of planning depends highly on factors like public intervention in the land market and the way the housing sector is organised. Not only is the planning context often too narrowly defined, so too are the relevant aspects of the more general political context.

This paper provides an outline of the aspects that should be taken into account when comparing planning cultures. On the basis of the existing planning literature, five domains are brought to the fore which contain relevant variables for describing differences in planning cultures (politics-administration-society; national cultural characteristics; key players in the spatial development process; existing spatial context; professionals that play a dominant role in planning processes). These domains act as sensitizing concepts, acting as searchlights in the quest of finding the most relevant variables for planning culture, variables which should be corroborated in subsequent empirical research.

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BORDERLESS PLANNING: DREAM OR REALITY?

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The industrial revolution gave birth to city planning, the Fordist era to regional planning and regional policy. Nowadays, our post-Fordist societies face unprecedented challenges, including the development of new technologies, the knowledge economy, globalisation, climate change, etc. This considerably impacts on planning practice, to an extent that remains difficult to gauge. A new planning paradigm has still to emerge. Alternatively, the very notion of planning could be superseded by renewed and softer approaches such as “spatial/territorial development policy”.

Be that as it may, there is little doubt that the geographic scope of planners is further evolving. After the design of the walled city and the “grand manner” of the pre-industrial age, their main focus became the expanding city at the dawn of the past century, then the region after the second world war. One could even say “the region in the national context” as regional planning and regional policy focused on the balance of the regional space and the national territory respectively. It is now commonplace to state that planning within national borders no longer makes sense. The digital era has dramatically reshaped our relationship to time and space while making our regions increasingly interdependent. To properly address the future of a region, contemporary planners must be fully aware that its fate may deeply depend on policy steps taken, or trends occurring, in neighbouring or even relatively remote regions. Put otherwise, “the region in the cross-border and international context” has become a core concern.

Over the past two decades, a wide variety of attempts have been made to take up this new challenge. Their scale has greatly varied in terms of both geographic scope and intensity of cooperation.

From a geographic point of view, neighbouring regions adjacent to a common national border were probably the first to embark on cooperation on planning issues, at a relatively local level. However, it did not take long until larger regional groupings follow suit, involving regions of different countries at a macro-geographic scale. These two types of experiments were respectively (and improperly?) named “cross-border -” and “transnational cooperation” by the European Union. Owing to the relatively small size of national territories in Europe, the rapid development of such cooperation schemes in Europe is no cause for surprise. Yet similar schemes took place in other continents, for example the celebrated Johannesburg – Maputo development corridor, the experience of which is expected to be capitalised upon in “Spatial Development Initiatives” promoted by the African Union/NEPAD Spatial Development Programme. At a wider geographic scope, it is in no way unwise to imagine formal cooperation on spatial planning issues taking place at the continental level – which has already been initiated in Europe – or even at the global level: to some extent, the Kyoto-Bali process already involves tackling issues of significant relevance for spatial planning.

As far as the intensity of cooperation is concerned, its degree may vary depending on the nature of planning issues addressed and the type of joint activities undertaken. It seems rather clear that various issues are more relevant to cooperation than others, even though, surprisingly enough, cooperating partner bodies often failed to prioritise the tasks of their agenda. Joint activities often include exchanges of experience, benchmarking, some resource pooling, etc. The elaboration of joint spatial strategies is also relatively widespread, but in a vast majority of cases resulting documents (the so-called “spatial visions”) are of a strictly indicative nature, rather confidential, and often akin to some sort of spatial development wishful thinking. At best, a joint strategic framework for the allocation of public funding to specific types of operations has been agreed upon, especially in the case of INTERREG programmes of the EU, but it would be more appropriate to refer to “spatial development programming” than “spatial planning” in such cases. Things would be different if real spatial planning strategies integrating various sector policy options of a regulatory nature could be approved among large regional groupings or at supranational level. The European Union, whose integration process goes already far beyond the establishment of a mere free trade area, is probably in the best position to move into higher gear in this respect. However, planning authorities in the EU member states have repeatedly confirmed their reluctance to recognise a “Community competence” in this area. The notion of “territorial cohesion”, recently coined and ranking among the key policy aims of the EU according to the new Lisbon Treaty, gives a new impetus to the debate. However, what will really matter at the end of the day is the practical impact of formal planning policy-decision making at supranational level.

**[381]
HOW MAPS MATTER: ON THE ROLE OF SPATIAL
INFORMATION IN EUROPEAN SPATIAL POLICY
PROCESSES**

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Over recent years, a social constructivist understanding of the production and use of maps has become more widespread in the cartographic and planning debates (Crampton, 2001). Nonetheless, remote sensing data and technologies such as Geo-Information Systems (GIS) are still widely considered as providing unbiased and objective spatial information (Pickles, 1995). The recent turn towards ‘evidence-based policy-making’ (Faludi and Waterhout, 2006) in European spatial planning, supported by large volumes of spatial information prepared under the ESPON programme, emphasises the importance attached to spatial information in policy processes. Yet, the technologies for spatial analysis and mapping are not without restrictions and to a certain extent prescribe the questions that can be asked and the set of policies that might be considered as viable alternatives (Dühr, 2007). This paper reviews recent experiences in EU territorial policy-making, such as the INTERREG IVB programmes on transnational cooperation and the intergovernmental ‘Territorial Agenda for the EU’, by considering questions related to the limitations in spatial analysis and mapping as they occur through current tools and methodologies, as well as aspects related to the need for interpretation and communication of spatial knowledge in order to influence spatial policy- and decision-making.

**[382]
ROUNDTABLE - EMERGENT RESEARCH THEMES ON
EUROPEAN TERRITORIAL GOVERNANCE**

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European territorial governance is at a crossroads where an academic input into the debate over its future post-2009 both in the medium as well in the long term seems apposite. Thus, the Territorial Agenda of the European Union of May 2007 (Faludi 2007; Gualini forthcoming) identifies new challenges like climate change and rising energy prices, and it recalibrates themes from the European Spatial Development Perspective to fit the Lisbon Since then the Treaty of Lisbon has taken shape. It identifies territorial cohesion as an objective of the Union and a competence shared with the member states. Already, the Commission has announced a Green Paper on this for late-2008. Limited resources and lack of political clout of those concerned with territorial cohesion may mean though that the options are few. The strategy in the Territorial Agenda of making the sectors pay regard to the territorial dimension of their policies requires great effort, but evidence deriving from the work of the European Spatial Planning Observation Network ESPON (Faludi 2008) represents an asset. Likewise, work under the ‘European territorial cooperation’ objective of cohesion policy triggers learning (Dühr, Stead, Zonneveld 2007).

The research agenda is being shaped by the new ESPON program. ESPON seminars and stakeholder meetings pursue focused agendas. There is no platform for academic observers and policy makers to engage in broad discourses. Nevertheless, there is plenty to reflect upon. Research emphasizes the importance of learning and of epistemic communities for the institutionalization of European territorial governance (Waterhout 2008). The Open Method of Coordination would be tailor made to promote learning in a situation of diversity and lack of resources. There is a need also for fundamental reflection on territorial cohesion policy against the backdrop of the Europeanization of great swathes of economic, social and political life. Issues are: (1) the unique nature of the EU in relation to its members and the changing role and the nation-state; (2) what territory – classically the area enclosed within the boundaries of a jurisdiction – means under Europeanization; and (3) the role of territorial governance and spatial planning.

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DECODING CHINA'S HIGH-TECH TRIANGLE: BEIJING, SHANGHAI, AND SHENZHEN

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Since China launched the economic reform in 1978, high-tech industries have played an increasingly important role in China's wealth accumulation. Cities such as Beijing, Shanghai, and Shenzhen, have formed a high-tech triangle that serve as bases for China's high-tech industrialization. Though differ in paths of development and resource endowment, they are most preferred locations for high-tech multinational corporations and domestic companies.

This paper will examine the following aspects of China's high-tech triangle: (1) the structure and development dynamics of high-tech industries in these cities, (2) the formation and current status of high-tech parks in the three cities, and (3) the relation of high-tech industrialization and the urban and regional development (in the larger context of three metropolitan regions). The role of institution will be emphasized. The paper intends to enquire the driving forces that have shaped the regional dynamics of China's high-tech industrialization by focusing on three perspectives: (1) the global production network, (2) the catching up of domestic companies, and (3) the role of the government, both at the central and local levels.

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COMMUNITY-BUILDING, GOVERNANCE, PLACE-MAKING? THE SHEQU CONSTRUCTION PROGRAM IN CHINA

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China's community construction (shequ jianshe) program is remarkable in many ways, not least because its hybrid character as both a government initiative and a form of neighborhood self-government is a model difficult for Americans to grasp who see neighborhood organizations (where they exist) often in conflict with the local state. Launched only a few years ago, shequ jianshe is a unique experiment on a national scale. Thousands of neighborhood service centers are already in existence throughout the country, offering a range of services to local populations, responsive to both superior administrative offices in the city and to elected neighborhood committees. Moreover, the Chinese Communist Party has gained a strong local presence, providing ideological guidance and ensuring conformity with Party edicts. As a provider of services, the shequ centers can thus also be seen as an instrument of local control.

This paper, which is based on field work in Nanjing, will provide some background on the history of this neighborhood movement, focusing on the vast changes in China's cities that are expanding at unprecedented rates in both population and spatial extent at the same time that they are undergoing massive spatial restructuring. Our aim is to answer the question in the main title: is the shequ jianshe program intended to build community, to provide for local governance, or to transform the impersonal character of the new Chinese city driven by market demand into a diversity of human-centered places?

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THE CLASH OF TERRITORIALIZATION? SPATIAL PLANNING CO-OPERATION BETWEEN THE EU AND RUSSIA

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Currently we can witness a growing scholarly debate on the emergence of a so-called EU territoriality signified by open borders and trans-European networks of infrastructure and communication that result in an increasingly unified European space or territory. From a EU policy point of view, this development is accompanied by an increasing focus on territorial cohesion, which has been added as a third policy goal, in addition to social and economic cohesion, to the Lisbon (Reform) Treaty (see Richardson and Jensen 2004, Faludi 2007, Davoudi 2007). This increasingly supranational take on territorial development within the EU has been fuelled and facilitated by an increasingly ambitious European spatial planning discourse and practices that have transcended national states as the traditional container of spatial policy. Through a step-by-step political process, an institutionalization of a European spatial planning discourse has taken place. The key drivers of this process have been the European Spatial Planning Perspective, the ESPON research programme, the Territorial Agenda, and, last but not least, the growing will on behalf of the EU to raise the profile of territorial development on the European agenda.

However, particularly from the point of view of EU member states located at the external border of the EU, the, often inward-looking, formation of a single European territorial entity raises intricate questions regarding their spatial interdependencies with their non-EU neighbours. In this context, this paper deals with Russia's spatial (or territorial) planning co-operation with the EU focussing predominantly on the Russian North-west, which is of high relevance to the European territorial development. Recognizing that both the EU and Russia are raising their territorial profiles, this paper integrates geopolitical considerations and aspects of current European and Russian spatial planning discourses in order to assess to which extent European spatial planning considers the Russian dimension and its interdependencies with the European territory and the way in which Russia can react to, participate in, adopt or reject European Union initiatives in spatial planning. Consequently, this work contributes to a broadening of the scholarly debate on European territorial development by introducing a wider, pan-European, rather than exclusively European Union, approach.

The empirical approach used to inform the paper will include the review of general geopolitical developments between the EU and Russia, the analysis of European (spatial planning) documents and institutions with regard to EU-Russian co-operation and interviews with stakeholders in European and Russian territorial development and planning.

Being a doctoral student, this paper may, if presented, improved and published, form one part of my article-based dissertation. Supervisor: Prof. Heikki Eskelinen, heikki.eskelinen@joensuu.fi

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AN IMBALANCED INTERNATIONAL DIALOGUE: FROM THE WASHINGTON CONSENSUS TO CITY DISTORTIONS
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The neoliberal Washington Consensus (WC) walks and breathes, persisting as a model of thought and action. So says a 2007 book called *The Battle for Latin America's Soul*, by Michael Reid, the editor of the Americas section of the Economist. And so says a review of Reid's book by a member of the editorial board of the New York Times, on a Sunday in February. Carolyn Curiel, who was a Clinton speech writer and later an ambassador to Belize, writes with approval that "[Reid] is an admirer of the Washington Consensus, a mix of fiscal authority, privatization and market liberalization," tempered by "commitment . . . to equity, to slashing poverty and inequality." He thinks the gaps can be bridged, and she thinks "he may turn out to be right." I was surprised to see such open mention, much less praise, of the dreaded WC still in 2008. I mean, even Jeffrey Sachs, the original shock-therapy terminator, seems to have had enough.

When we think of cities, is it possible that pursuit of the austerity goals of the WC can promote the sort of development that attacks unfairness, slashes poverty, and reduces inequality? Or do the Economist and the New York Times play the same role the Jesuits played for the Conquistadores, softening the resistance, so that dominance and exploitation come cheaper and easier?

This paper examines two sets of likely effects of the WC on city growth patterns. First is mimicry, in which a city government applies directly the austerity strictures of the WC. Some cities did this before the WC was coined. In New York City after Abe Beam's fiscal collapse, the keys to the city were handed to dollar-a-year men, straight from corporate and banking boardrooms, who invented Big MAC, the Municipal Assistance Corporation. This sort of WC is simple, easy to understand as a power grab by the already powerful. Second is indirect influence. The question is, as cities suffer nearly everywhere with exploding inequalities and deepening misery at the bottom, can we detect effects of WC influence on management of the global economy, via US power, the IBRD and its regional banks, and the IMF in its collaboration with Wall Street?

This paper will tease out questions and tentative answers, suggesting that though it is unusual these days to see open mention of the Washington Consensus, its tenets lie deeply imbedded in practices of the powerful, causing distant damages, making sound city management and decent policies more difficult.

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URBAN MANAUS: RESTRUCTURING, GLOBALIZATION AND SOCIO-SPATIAL SEGREGATION IN THE AMAZON

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Segregation is a spatial demonstration of urban inequality, and as such, it has in some form or another been a part of city's environment for as long as cities existed (Caldeira, 2000). However, segregation is not simple to explain, as it can have manifold and overlapping causes, multiple dimensions, and most importantly a wide range of negative consequences (Massey and Denton, 1993). Adding to the complexity of the spatial segregation phenomena, in recent years a growing body of research has been associating increasing levels of spatial segregation worldwide to economic restructuring (worldwide changes in the international division of labor) and globalization (the growing level of economic interaction among countries) phenomena that have been reshaping the world economic scenario in the last decades (Marcuse and van Kempen, 2000; Sassen 1998; Roberts, 2005).

The present research proposal will present a literature review of the causal relationship between income related spatial segregation and economic restructuring and globalization in the city of Manaus - Amazonas State in Brazil. The review draws on the globalization and restructuring literature (Piore and Sabel, 1984; Sassen, 1998; Smith 1996) as well as on ideas of unevenness and fragmentation brought up by Harvey (2006), and Browder and Godfrey (1997), to construct a conceptual framework to test the effect of globalization and restructuring in spatial segregation in Manaus.

Manaus is an intermediate city in the heart of the Amazon region. It hosts a Free Trade Zone and houses more than 1.5 million inhabitants. The city has been directly affected by the opening of Brazil's economy and the structural shift from ISI (Import Substitution Industrialization) to EPI (Export Promotion Industrialization), suffering from higher levels of unemployment and poverty (FGV). In this proposal we argue that the economic restructuring has increased international competition, which in turn has affected employment, income, and consequently, people's ability to afford appropriate housing. The local real estate market has also been affected by the insertion of not only external players and foreign capital, but new property development practices, all of which can negatively impact already high levels of spatial segregation.

This paper is part of a doctoral dissertation proposal not yet submitted for approval. Advisor: John O. Browder (browder@vt.edu)

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[388]
THE NEW LANDSCAPES OF THE POST-INDUSTRIAL CITY
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This presentation delas with landscape transformations in the post-industrial city. It attempts to portray, classify and understand the emerging landscapes in terms of land use patterns, urban morphology and density. It is argued that the locational trends of flourishing post-industrial economic activities, along with the development of new urban governance strategies, tend to rearrange the landscapes of the post modern city. The inner city is dominated by an eclectic clustering of economic activities: high level financial services, technology-intensive firms and knowledge-based institutions, and 'creative' urban islands and edges. Such creative islands and edges constitute 'signifying epicentres' which usually introduce a 'glocalised' landscape of built heritage and innovative design of buildings and public open spaces. Compact and dense landscapes in the inner city are combined with new landscapes of 'diffused urbanity' in urban fringes.

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TRANSNATIONAL TERRITORIAL RESEARCH IN EUROPE: A REVIEW OF THE EUROPEAN SPATIAL PLANNING OBSERVATION NETWORK AND THE OPPORTUNITIES IT OFFERS TO RESEARCHERS IN PLANNING.
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The European Spatial Planning Observation Network (ESPON) is a major research programme set up by the European Union in 2002. In its first phase (2002-2006) it carried through 34 studies, each of which was undertaken by a Transnational Project Group made up of researchers from at least 3 different European countries. The results have been the mapping of numerous key territorial development indicators, discussion of their implications for policy at European, macro-regional and regional scales, and innovative work on developing and applying methods to assess the territorial impacts of policies. ESPON's findings have been used in developing Europe's cohesion policies and territorial agenda. The new ESPON programme (2007-2013) covers 31 countries and will attempt to forge new links between planning researchers and planning practitioners.

The paper will review ESPON 2002-2006 in a manner that addresses its significance for planning education and research in both Europe and North America. It will do this by drawing on a paper (Hague and Hachmann, 2008) from a Lincoln Institute book edited by Andreas Faludi. It will then highlight some key territorial development challenges and explore opportunities in the ESPON 2008-2013 programme for planning researchers from different EU countries to get involved.

The paper will link the research in ESPON to the overall conference theme of "Bridging the Divide" by highlighting the European concept of Territorial Cohesion, and critically reviewing the contribution that the research has made to operationalising this concept at a transnational scale. In particular the role of cities will be highlighted and the issue of urban-rural relations.

The aims of the paper are a) to create a dialogue between European and North American planning educators / researchers about the relation between policy making and research in an transnational context; and b) to use this international gathering to promote new transnational collaborations of researchers who would look to work together through programmes like ESPON.

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- For information on ESPON, and its research reports and publications go to www.espon.eu. In particular please see the Final Synthesis Report (Böhme, K., S. Davoudi, C. Hague, P. Mehlbye, J. Robert, and P. Schön. 2006. Territory matters for competitiveness and cohesion: Facets of regional diversity and potentials in Europe) for an overview of the work.
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**INTRODUCTION TO PRE-ORGANIZED SESSION
GLOBALIZATION PROCESSES AND CITIES: GOING
BEYOND NORTH/SOUTH DIALOGUE**

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Title: Globalization Processes and Cities: Going Beyond North/South Dialogue

Session Organizers: Professor Robin Hambleton and Professor Carlos Vainer

In this international panel we wish to examine the dynamics of various globalization processes and, in particular, the interplay between global processes driving homogenization of urban planning and city governance and nationally rooted processes underpinning a diversity of local approaches. We hope to encourage a conversation that goes 'beyond' the familiar proposition that we should encourage more North/South dialogue. The panel will seek to question the current pattern of dialogue that often reflects unbalanced social, academic, economic and political power structures. The four papers to be presented in the panel will contribute ideas in relation to three themes. First, it is claimed by some scholars that the cities of the North tend to be driving globalization whereas the cities of the South tend to be suffering the consequences of globalization. A second and, perhaps, contrary view, claims that the forces of globalization, underpinned as they are by neo-liberal ideology, appear to be widening social divisions in cities worldwide. On this interpretation, economic restructuring is working against the interests of less well off citizens wherever they may live and we are seeing, in some ways, an 'urban convergence'. It can be claimed that economic divisions within all cities are growing to the point where there is a 'southernization' of Northern cities taking place. Perhaps the North and the South are not so different after all. A third theme we wish to address concerns action to be taken in the light of the analysis. The dominance of the 'Washington consensus' and the increasing role played by International Financial Institutions (IMF, World Bank, IDB, ADB), direct foreign investment and international consultants has led to a growing homogenization of urban planning models and tool kits in very different settings. Panelists will examine the origins and consequences of this narrowing of the planning vision and will consider the possibilities for inventive planning able to respond to the distinctive urban experiences and expectations of particular communities living in particular places.

Chair: Carlos B. Vainer, Professor of Urban and Regional Planning, Universidade Federal do Rio de Janeiro, Brazil)

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Carlos B. Vainer, Professor of Urban and Regional Planning, Universidade Federal do Rio de Janeiro, Brazil. Email: cvainer@uol.com.br

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LEADING LOCALITIES AS IF COMMUNITIES MATTER

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This paper takes inspiration from the classic critique of Western economics set out by E. F. Schumacher in 'Small is beautiful. A study of economics as if people mattered.' (1973). Over thirty years ago Schumacher argued that the blinkered pursuit of profit has resulted in gross economic inefficiency, environmental pollution and inhumane working conditions. He sought to focus the attention of policy makers on the needs of people, not products and the requirements of capital accumulation. By drawing on evidence presented in a new comparative book on city planning and urban governance (Hambleton and Gross 2007) this paper will, consistent with Schumacher, suggest that the needs of people should drive policy and practice in the modern city. In many cities across the world the needs of capital have come to dominate approaches to planning and urban development at the expense of the needs of citizens. This is troubling as owners of capital rarely concern themselves with the fortunes of particular communities and places – they are accountable to share holders, not local citizens. A consequence is the emergence in many cities of a 'could be anywhere' urban public realm and, in many cities, a fragile system of local democracy.

This cross-national, comparative paper examines approaches to city leadership and urban innovation through the analytical lens of 'new city management' - a conceptual framework developed by the author and set out in previous books. By examining case studies of urban innovation in different countries the paper aims to throw new light on the trajectory of public service reform in a rapidly globalising era. At the heart of the 'new city management' approach is a focus on the empowerment mechanisms that underpin the policy process. By building on Hirschman's (1970) framework of 'exit, voice and loyalty' the analysis will critique the failure of many reforms to distinguish between 'consumers', 'customers', and 'citizens'. Suggestions on how to overcome the limitations of 'new public management' will be offered as well as observations on the implications of the analysis for city leadership and urban planning.

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APPLYING THE BARCELONA MODEL: INTEGRATED URBAN DEVELOPMENT STRATEGIES IN THE HISTORIC CENTER OF QUITO

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Numerous urban historic centers of Latin America have come to share slum-like characteristics, with growing problems of overcrowding, poor infrastructure, and limited access to transport and public services. Wealthy residents have left for newer accommodations where modern infrastructure and services are readily accessible, and poorer residents have settled in search of low rents and relative centrality. Urban historic centers have been converted into hubs of the informal economy, home to permanent markets as well as roaming traders. Tensions between municipal officials and local residents in historic centers have existed for decades. The availability of international financing for the restoration of historic districts and renewed popular interest in cultural and historic values has intensified conflicts, as large scale historic rehabilitation projects have been initiated throughout the continent.

This paper will focus on the case of Quito, Ecuador. Like many cities, the historic center of Quito represents the dynamic struggle between the forces of planning and order imposed by the municipality and the spontaneous organization of the informal sector. This makes it an excellent case study to examine both positive and negative impacts of urban heritage conservation projects. The study will focus specifically on Quito and examine Quito in the light of the "Barcelona model" of urban development. The achievements of social and political consensus as well as linking public and private investments are considered great successes of the "Barcelona model," which merit examination for other cities.

Quito, the first city in Latin America to be recognized as a UNESCO World Heritage Site in 1978, represents a strong example of an internationally financed historic preservation project based off the "Barcelona model." Issues of economic development, tourism, preservation of buildings and monuments, and the recuperation of a sense of national and local identity, are all cited as objectives of the multi-stage project, which began in 1994. It is important to assess and evaluate the social, economic, historic and cultural perspectives of the project and the impacts on civil society, especially traditionally marginalized groups who resided and worked in the historic center prior to the initiation of the project, as well as those living and working there today. A key question to be undertaken in this study is the role of the historic center in rebuilding the social, political, and economic life of the city.

This paper will examine the two principal institutions engaged in the project: the Municipality of Quito and the Inter-American Development Bank. It will also examine the semi-autonomous entities created to manage the project, such as the Empresa Centro Historico and other governmental institutions such as Fondo de Salvamento which have coordinated various aspects of the project. It will explore how these institutions interacted with each other throughout the process as well as how they interacted with local traders and neighborhood associations. Analysis will be based on key informant interviews carried out from September 2007 to May 2008.

A narrative of key actors dating from the administration of Rodrigo Paz (1988) to the present administration of Paco Moncayo will be collected. Review of municipal and institutional plans, laws, and agreements regarding the rehabilitation and conservation of the historic district of Quito are also used to determine the strategy and different perceptions and vision of the historic district during each administration, as well as that of the different entities engaged in the project. All institutions and associations hold different perspectives, visions, and realities of the historic center and the rehabilitation project. The project must satisfy the multiple visions of the residents, workers, and government agencies, as well as those of an international development agency.

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My dissertation proposal has been approved (May 2007) and the research and writing of the dissertation are in progress. This paper will reflect analysis of fieldwork, which is currently being carried out in Quito, Ecuador on a Fulbright IIE grant (September 2007 – May 2008).

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LAND ADMINISTRATION PRACTICES, INFORMAL SETTLEMENTS AND ACHIEVING THE MILLENNIUM DEVELOPMENT GOALS IN MALAWI

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It is widely accepted that Malawi will fail to meet several of the Millennium Development Goals (MDGs) by 2015. According to Malawi Poverty Reduction Strategy Paper (2002:23) poverty remains 'widespread, deep and severe.' Two thirds of the population are classified as living on less than a dollar a day and just less than one third are regarded as living in dire poverty. Some groups are particularly affected including female headed households, children, and of particular relevance to this paper low income urban households (Wratten, 1995). Poverty in Malawi is attributed to many factors, however, constraints on economic productivity and inadequate access to land figure very highly on this list. Recent research reveals that there is a clear link between landlessness, insecure tenure and poverty (Manda, 2007, Satterthwaite 2003 Garua 2005) Target 11 of the MDGs seeks to by 2020 have made significant improvements in the lives of at least 100 million slum dwellers. Rapid urbanisation and continued population growth in Malawi have meant that land administration and thus housing have become

pertinent issues. The housing situation in Blantyre, Malawi's largest city is worsening. (Matope, 2000) The proportion of the population living in informal settlements increased from 44 per cent in 1971 to 57 per cent in 1991. It is estimated that 70 per cent of the population in urban centres occupy land illegally.

A key issue therefore which must be addressed in the process of urban poverty alleviation is the role of land administration practices, management and spatial planning. Research undertaken by Matope (2000) reports that sufficient land was allocated for housing in Blantyre's Structure Plan, some 48 per cent of the city's land, however, only 19 per cent was actually utilised. The result has been that people are forced to make alternative housing arrangements. While some squat illegally, predominately on government land others have bought land parcels on what is locally believed to be customary (tribal) land. The purpose of this paper is to examine how spatial planning can facilitate the attainment of the MDGs specifically target 11 by tackling informal settlements and land administration practices. It asserts that while planning professionals acknowledge that two systems of land allocation are currently operating in Malawi the system has failed to adequately respond to the growing demand and has in fact perpetuated the crisis by maintaining a rationalist approach to planning. This paper is based on a survey questionnaire (415 responses) conducted in 15 informal settlement areas in Blantyre, Malawi. It concludes that until the official planning system learns to embrace the principles of community participation and social justice tackling housing inequality or achieving the MDGs will remain an insurmountable task.

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INTRODUCTION TO PRE-ORGANIZED SESSION DIALOGUES: EXAMINING PLANNING IDEAS IN PRACTICE

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These papers from Dialogues in Urban & Regional Planning Volume 3, examine how planning ideas have worked in practice in different locales. Hebbert traces effects of the sharp contrast between social science-based "town planning" and architecture-based "urbanismo" over the past 50 years. Baker et al examine how the idea of "performance-based planning" has been implemented in US, Australia and New Zealand. Skaburski analyzes whether "New Urbanist" subdivisions of the type actually being built in Toronto, Canada are likely to increase the overall density of urban development.

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IMPROVING TRANS-NATIONAL COOPERATION'S THROUGH PLANNING CULTURE INTERACTIONS. "RAUMPLANUNG" AND "URBANISTICA" – A AUSTRO- ITALIAN CONFRONTATION

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Planning systems and planning cultures vary considerably across Europe. This is quite obvious; however it is not enough merely to recognise this differentiation. In fact, as forms of harmonisation (in particular among different planning systems) are strongly required within Europe to manage cross-border and trans-national development processes more effectively (Espoon, 2006), the way to get along with emerging difficulties, while analysing and comparing different planning systems, must be appreciated too.

Moreover, it should be acknowledged that planning cultures and consequently planning systems are to some extent a reflection of a society's fundamental values as well as their norms (Nadin & Stead, 2007). Due to Europe's multilingualism, the process of mutual understanding and building up of reciprocal confrontation becomes further complicated. As Mazza (2004) has noted, even the term "spatial planning", originally introduced by the Dutch (Ruimtelijke ordening), cannot be translated easily into any other language, and even among British authors it is not frequently used.

In this perspective national planning systems are not always entirely transparent; they are sometimes even hardly understandable and, therefore, also interaction aims often appear unrealistic. To better understand a different planning culture, one has to draw attention to its socially rooted meanings and how societal norms (regarding the regulation of space) have influenced its development. This specific knowledge must be considered a basic pre-requisite to pursue trans-national interaction as well as cooperation activities.

In our contribution, we explore and compare the Austrian and the Italian planning cultures. We begin with a general introduction of the terms "Raumplanung" and "Urbanistica", which are the terms used in the two countries with regard to territorial planning. Our main emphasis is on a clear and transparent appraisal of the Austrian and Italian multi-level planning systems, as well as their outcomes and planning procedures. The final comparison will shed light on the main differences and similarities of these two planning cultures. We conclude with considerations and suggestions on how to use this important knowledge to build up forward looking trans-national territorial cooperation's between Austria and Italy.

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TOWN PLANNING VERSUS URBANISMO

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The paper's point of departure is the contrast drawn by Giorgio Piccinato between 'Anglo-Saxon' town planning and 'Latin' urbanism, one based on rational method and theory of planning as intervention, the other on architecture, urban morphology and project-based action. The dichotomy is illustrated through the work of two individuals, Gordon Cherry and Oriol Bohigas: Cherry because of the emphasis he placed on separation from architecture in the professional emergence of the UK's Royal Town Planning Institute, Bohigas because of his equally insistent emphasis on reintegrating planning with its mother discipline.

The paper sets Bohigas and the regeneration of Barcelona into the wider context of trends and debates in postmodern urbanism, including the revived Battle of the Styles between modernist and traditionalist camps of architects. Barcelona exemplifies the ability of European contemporary architecture to respect urban context and play in teamwork towards a collective project of urbanism. Its achievements were acknowledged in the 1999 award of the RIBA Gold Medal to the city, its mayors and its architect. Anglo-Saxon planning has itself shifted from Cherry's planning towards Bohigas's urbanism with the acceptance that making place and mediating space are at the heart of town planning as now defined by the professional institute.

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EU TERRITORIAL GOVERNANCE AND THE INNOVATION CYCLE OF PLANNING: TIME FOR SHARING BENEFITS?

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The message of the proposed paper is that transnational planning fosters innovation; however, this can be socially capitalised only at the condition of full institutional awareness and acknowledgement. EU territorial governance, consisting in the complex of spatial planning practices promoted by the European Union since the 1990s, may serve to argue both things.

EU territorial governance is of course pivoted on transnational planning, but is in fact more than this. Transnational planning practices fostered by the EU have rather triggered an interesting mix of intended and unintended effects on overall Europe producing, on the one hand, a progressive mutual learning among national planning traditions (leading some authors to speak even about "Europeanization of spatial planning"); on the other hand, but not separately, the push to a renewal of planning in the most of European countries.

However, if one looks at the institutional acknowledgement of all these almost twenty-year events, he might remain disappointed: no mention of territorial governance is given by the European Treaties and main institutional documents, nor EU spatial planning is generally recognised by national planning legislations. But, after all, this is not surprising: institutionalisation is possibly the concluding step of any social innovation process. It is however a necessary condition in order to capitalise results, to share them socially and to allow new innovation opportunities.

To consider planning as an "institutional technology" – a meaning that the paper will try to justify and explain – may allow to analyse what above discussed more in detail. In brief, such definition implies that the "cumulative synthesis cycle", featuring any technological innovation, passes in this case through a complex but necessary process of social experience, administrative acknowledgement and institutional codification. Social evaluation, political awareness and institutional capacity are, therefore, indispensable ingredients allowing the full achievement of innovation in planning. The cyclic shape of the process requires an adequate and continue presence of these ingredients in order to make innovation widely applicable and, therefore, socially useful.

Indubitable successes of EU territorial governance notwithstanding, the impression that the European Community is not yet fully benefiting from its outcomes is present however. Particularly, according to the aforementioned definitions, institutional codification appears to be the chain's weak link at this moment. If so, European planners have to be aware of the right target where to address their efforts.

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PLANNING AND GLOBAL HOMOGENISATION

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One of the dominant impacts of globalisation is the homogenisation of cultures and national identities. It is well established that the impact of television, world travel and the internet has produced an amazing uniformity of cultural values across the globe over the past two decades. This trend in the process of implementing 'sameness' is one of the underpinning objectives of globalisation, and is reflected in the built and natural environments. Both the urban and natural landscapes are affected in similar manners, where homogeneity impacts both environments: buildings look the same in Frankfurt and Melbourne; and parks and reclaimed landscapes retain the same species of trees worldwide. Local and regional planning can be viewed as agents that promote this homogenisation – both through planning traditions and the development assessment process. The

focus of this paper will be to explore the role that planning plays in the reproduction of the social institution of globalisation.

Planning promotes global practice of homogenising experience and maintenance of globalisation at a variety of levels. At the more general level, the development of uniform theories and traditions in planning, such as the Garden City Movement – and its impact on suburban development – have promoted homogenisation around the world. At the local level global homogenisation can be viewed through processes such as the development assessment process – where the Tuscany villa and standardised subdivisions impact suburban environments around the world.

It can be argued that celebrating cultural difference through the built environment is a key strategy in combating globalisation. Thus, the inclusion of strategies that record cultural identity and celebrate heterogeneity in the built form remain critical. Implementing strategies of standardisation does little to reinforce difference but instead perpetuates the phenomenon of globalisation (Ritzer, 1993, 1998, 2001).

This paper provides a theoretical basis for the retention and restoration of cultural environments. I argue that at this point in time, the built environment struggles to celebrate 'difference' and actively engages in the production of cultural erosion through the production of environments that homogenise experience. This practice of homogenisation is what the new world order of globalisation requires to reproduce itself around the globe. The setting of McDonald's restaurant typifies this relationship (Jerome, 2007; Leidner, 1993). In order to understand the significance of this process and recognise the way practices of globalisation are managed at an everyday level a case of McDonald's restaurant will be explored. This example will provide a way to demonstrate how planning contributes to cultural erosion at a micro and macro level, thereby reproducing the phenomenon of globalisation.

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ECONOMIC IMPACTS OF 9-11 TERRORIST ATTACK TO TOUR INDUSTRY OF KOREA

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Economic impacts of a terror event occurred in a country are global over the borderline of the attacked country in this global economy era. Each industry has different effects by a terrorist attack. The tragic events of September 11, 2001, changed World. As FBI defines terrorism to the unlawful use of force or violence committed by an individual or a group to coerce a government or society, the US government changed its policies with the total losses of 3,030 deaths, 2,337 injured, and more than 200 billion dollars in United States (Bullock et. al, 2005). In addition, the 9-11 terrorist attacks have greatly affected to various global industries in many other countries.

Tour business is very vulnerable to terrorism. But, it is one of the representative industries to significantly influence domestic employment and local economy of tourist attractions. According to Bullock, et. al., business interruption and event cancellation shared 27 percent and 2 percent of total industry loss estimates of the 9-11 attack, respectively. There is a possibility of excluding system-wide impacts of 9-11 terrors in uninsured countries because it is provided by an insurance information institute.

The tour industry of Korea is one of the typical industries significantly influenced by the 9-11 attacks. According to Entry and Exit Passenger data, United States is the second ranked exit country to Korean travelers and the third ranked entry country in terms of total passenger number. About 587 thousand US citizens entered Korea in 2005. More than 734 thousand Koreans visited US. The total demand of 1.3 million travelers from both countries affects many associated businesses including hotels, airlines, restaurants, tour guides, or gift shops. Korean tour businesses were suffered from the 1997 East Asian currency crisis. The sudden drop of passengers after the 9-11 event made the business environment worse, resulting in a large number of employee layoff and tour firm shut-down.

The objectives of this research are to identify major factors of economic impact analyses for September 11 attacks in Korea, to analyze total losses of tour business interruption, and to investigate a baseline scenario framework for economic impact analyses of terrorist attacks to tour industry. This research uses data of wStatistical Yearbook of Entry & Exit x obtained from the Korea Immigration Bureau. Relevant data such as wForeign Tourist Survey x by the Korean Ministry of Culture and Tourism, wRegional I-O tables x by the Korean National Bank and wWages Structure Survey x by the Korean Ministry of Labor are applied to economic impact analyses. Time series analyses and regional I-O approach are applied for economic impact analyses of terrorism.

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INFORMALIZATION AND THE CHANGING LANDSCAPE OF CITIES IN BOLIVIA

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How can planners in developing countries regulate informal economic activities? How do informal workers mobilize collectively to defend access to particular spaces in the face of exclusionary urban growth patterns? This project approaches these questions by examining how the expanding informal economy is shaping changes in urban landscape in Bolivia. Across Latin America, informality has been growing steadily since the 1970s and 1980s as a result of labor market trends linked to structural adjustment policies, decentralization and globalization. In Bolivia, the proportion of the working population involved in informal activities has exceeded 65%—from street vending to micro-enterprises to informal construction—one of the highest in Latin America. These activities are highly concentrated in urban areas, affecting their growth and changing landscapes though multiple shapes and expressions that vary across cities.

The research draws on a series of key informant interviews with planners, local officials, informal workers, members of worker associations, as well as field observations and analysis of census data, municipal ordinances, and planning documents. The project concentrates on three Bolivian cities—La Paz, El Alto and Santa Cruz—each with a large proportion of informal activities that have become integrated into city life and urban development in different ways. In La Paz, an ethnic and informal street vendor city per excellence, municipal officials have relocated some informal vendors to new sites specifically dedicated to commercial activities, but with mixed results. In Santa Cruz, a rapidly growing city in the lowlands, planners seek to decentralize markets to new sites on the urban periphery to decrease congestion and conflicts over uses of public space. The plan faces opposition and resistance from some vendor organizations. El Alto has become an important center of micro-enterprises whose activities and merchandise often pour into the sidewalks and have contributed to the enormous growth of this satellite of La Paz. An essentially informal city, planners in El Alto have not been able to redirect informal economic activities to the extent seen in La Paz and Santa Cruz. In comparatively analyzing the approaches taken in each city, this research sheds light on the ways in which informalization has produced particular patterns of urban growth that reflect deepening social and spatial segregations, and how planners might mitigate some of the negative consequences of this process.

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Microfinance, and particularly micro-credit, has attracted much attention from development scholars and practitioners because of its potential to reduce poverty. By providing capital to limited-asset and low-income households for investing in self-employment activities such as agriculture or micro-enterprises, household income is increased. This should result in increased expenditures on household needs and increased consumption for children as well as adults (Morduch 1999). Since studies have shown that female income is more likely to be invested in household welfare items such as food and schooling (Thomas 1990; Ackerly 1995; Haddad et al. 1997), the practice of most microfinance programs to target women should have positive results on household welfare. Systematic studies are beginning to show, however, that outcomes with regard to household welfare are mixed (Pitt & Khandker 1998; Pitt, Khandker, & Cartwright 2006; Armendariz de Aghion & Morduch 2005). This study of two programs that deliver microfinance services to low-income households attempts to contribute to that literature.

We explore the impact of micro-credit on household welfare by comparing two very different microfinance programs. The Malawi program provides micro-credit for cash crop production or micro-enterprises in rural areas, channeling loans through mixed (women and men) borrower groups. The program has no savings component and provides minimal training for borrowers. In other words, it provides micro-credit and no support activities. The Self-Help Group program in the state of Andhra Pradesh (India) brings women together primarily as savings groups and then provides access to micro-credit. In addition, the program provides different types of support such as training (e.g., gender training, literacy programs), income-generating activities, group product marketing, and social action campaigns (e.g., discouraging girl-child marriages).

Our research questions explore the effect of microfinance on specific household welfare outcomes such as consumption and expenditure levels, school attendance, and children's health (e.g., child rehydration and immunization). Whether microfinance reduces vulnerability to economic shocks is also explored by examining whether borrower households have less recourse to "bad" coping mechanisms, such as food consumption reduction and pulling children out of school.

In addition, we explore the issue of gender empowerment. The literature has shown that women who bring income into the household have greater bargaining power over household decisions such as allocation of resources. Access to financial services by women facilitates their participation in income-generating activities, increasing their power of agency (Kabeer 1999, 2001; Lairap-Fonderson 2002; Basu 2006; Anderson and Eswaran 2005). We attempt to capture gender empowerment using several empowerment proxies: participation in income-generating activities, decision-making, and participation in community organizations.

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URBAN DEVELOPMENT AND HOUSING IN CHINA AND BRAZIL

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Central theme or hypothesis.

I propose to compare secondary Brazilian and Chinese cities, including Brasilia, Salvador, and Rio de Janeiro; Xi'an, Hangzhou, and Taizhou. The key commonality is the size of the countries I will examine and the key difference is the type of housing available to people of different backgrounds and social classes.

Approach and methodology.

The comparison will be based largely on years of familiarity with urban areas in Brazil, to which I can add personal observations and information gleaned from interviews in the Chinese cities and bibliographic work that I will carry out to follow these and other relevant threads that emerge.

Relevance of your work to planning education, practice, or scholarship.

This is largely exploratory research on my part. From the interviews and the site visits in China I could see many things to compare; I will rely on the literature to lead me to comparisons I can substantiate. The ideal situation would be to present this work to other scholars familiar with either Brazilian or Chinese cities, or those of other very large developing countries. At the least a lively exchange should take place in Chicago; in the longer run, articles or an edited book may emerge.

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CHARACTERISING EUROPEAN SPATIAL PLANNING SYSTEMS

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There are a number of compelling motives for a re-examination of the way in which spatial planning systems in Europe can be categorised. These include recent processes of European enlargement (the EU has gained 12 member states in the last four years) and numerous reforms of national planning systems in Europe (including new spatial planning acts and strategies in many countries). There have also been developments in the debate about European social models (including welfare systems) which provide insights into the methods used to create typologies of formal spatial planning systems. Furthermore, many of the studies that have characterised European spatial planning systems are now more than a decade old. This paper examines previous studies that characterise national systems of spatial planning, drawing on the authors' experiences in compiling the EU Compendium of Spatial Planning Systems and Policies (CEC, 1997) as well as more recent work on spatial planning principles for the UNECE and ESPON project 2.3.2 concerning the governance of territorial and urban policies (Farinós Dasi, 2007). The paper expands on the criteria and ideal types that might be employed to characterise spatial planning systems in the present day.

The purpose of the paper is threefold: firstly, to compare the criteria that were used to classify national spatial planning systems in Europe in previous studies including the Compendium of Spatial Planning Systems and Policies; secondly, to compare the resulting typologies of spatial planning and groupings of countries that result with similar typologies arising from recent studies of social models; and thirdly, to identify trends in the evolution of national spatial planning systems across Europe over the last decade. The paper concludes with comments on the validity of the ideal types and clusters (or families) that have been widely employed to compare planning systems and provides suggestions for how comparisons of national spatial planning systems might proceed in the future.

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POPULATION GROWTH, HOUSING AND INFRASTRUCTURE PROVISION IN PERI-URBAN ACCRA, GHANA

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The global trend of rapid urbanization has led to unprecedented growth of many Third World cities during the last few decades. Accra, the capital of Ghana, is one of such cities. Available statistics show that the city of Accra and its neighboring districts experienced the fastest population growth in the country during the last five decades, registering an annual growth rate of 3.3–5.1% between 1960 and 2000 (Ghana Statistical Service, 2005). This has implications for the demand for housing and infrastructure, not only in the city but also in neighboring towns and villages that are being engulfed by the expanding city (Yankson, Kofie and Moller-Jensen, 2004; Gough and Yankson, 2006; Kassanga, Cochrane, King and Roth 1996).

The peri-urban zone is the transitional belt between the city and countryside – where the rural merges with the urban, and where both farmers and urban commuters can be found (Rakodi, 1999; Cavailhès et al, 2004). It is also a zone of intense interactions between the city and the countryside, especially in the form of the movement of capital, labor, people and natural resources (Rakodi 1999). In the case of Accra, where the city is growing at an alarming rate, both demographically and spatially, the critical questions that are of interest in this paper are: what has been the impact of Accra on population growth as well as housing and infrastructure needs in neighboring peri-urban communities? Have housing production and infrastructure provision been equitable among these communities? Which other factors, apart from population, influence housing supply and infrastructure provision in these communities? So far, these questions have not been adequately investigated by the research community, nor have they received adequate attention from policy makers. In this paper, the focus will be to analyze the pattern of growth in population, housing stock and accessibility to health and educational facilities in peri-urban Accra between 1984 and 2000. Some studies (eg Simon, McGregor & Nsiah-Gyabaah, 2004) suggest that the intensity of various socio-economic transformations that take place in peri-urban communities as a result of their peri-urban nature varies according to the nearness of these communities to the city. Therefore, one of the factors that will be explored as possible explanatory variables accounting for variations in housing supply and accessibility to schools and health facilities in peri-urban Accra will be distance from the city.

Using the locality as the unit of analysis, this paper will proceed with an analysis of census data on population distribution by settlements, the number of houses per settlement and the availability/access to various categories of schools and health facilities. These data will be obtained from census reports of the Ghana Statistical Service and the offices of local governments and line departments (education and health) responsible for peri-urban Accra. Additional information is

from field research and informant interviews by one of the researchers in the peri-urban zone of Accra.

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[405]
THE OMNIPOTENT COMPUTER AND RURAL INDIA
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What makes casual laborers and policy-makers alike support the notion that computers can hold the key to poverty alleviation in rural India? We document the case of a Computer Aided Learning (CAL) program for children in rural India to examine this notion. The CAL program was started in the 1990s alongside several similar "ICTD" (Information and Communications Technologies for Development) projects bringing technology to rural areas in India. Roughly 4 million school children in rural India now have access to computers through the CAL program in about 20,000 schools. In an environment of declining economic prospects in the agricultural sector, the hopes pinned on technology have important consequences. In our interviews with 172 parents in four districts, we find that while optimism about computers' ability to do away with poverty permeates strongly into the Indian rural milieu, such conceptions tend to be extremely nuanced and take on various forms often depending on local economic and demographic factors. Parents differed considerably on how they valued the state providing computers vis-à-vis other services such as mid-day meals or notebooks, and these differences related both to socio-economic factors and to the quality of CAL services being offered in the villages. Conceptions about what computers could do were strongly tied to places people had seen computers being used in the past. Parents from villages where agriculture was a primary occupation had a fairly different set of expectations from technology than parents from villages near factories. These conceptions are shown to impact parents' propensity to support spending on such ventures in rural areas, as well as encourage an optimistic view of their children's ability to migrate to

urban areas once they had learnt to use computers. However, responses of how parents felt computers had or could impact their lives were extremely complex and based on a number of factors rather than simply job prospects for their children. These included concerns of the dowry implications for girls who learnt to use computers, issues of social equity across castes brought about by technology, and the extrapolating effects of computers pulling sophisticated children away from their illiterate parents. Planner practitioners play important implementation roles in the rapidly increasing public and philanthropic spending on technology access for low-income populations in such "ICTD" projects the world over. This article presents an argument for an increased examination of the ICTD space within the scholarly planning community.

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BRIDGING THE NATIONAL DIVIDE : THE CREATION OF A CROSS-BORDER REGION IN THE LILLE METROPOLITAN AREA

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One of the objectives in the construction of European Community has been the removal of frontiers between the member states. The Lille metropolitan region, halfway between Paris, London and Brussels and at the meeting point of the high speed railways linking the three capitals is located on the Belgian frontier. It has an urban core of one million inhabitants in an urban region of some three million.

From the beginning of the 1980s, both politicians and economic actors have successfully developed a strategy of international development (a bid for the Olympics, the successful nomination as European City of Culture in 2004). Cross-border development with Belgium (in particular cooperation with the towns of Courtrai and Tournai) to the north has intensified. On the French side, to the south, the old urban area of the coalfield has increasingly become tied into the metropolitan area as commuting has increased and its inhabitants have looked to Lille for services. A real metropolitan region is thus operational, but it is compartmentalised by a national frontier and by internal administrative boundaries that are at least as strong: on the Belgian side of the border between the Walloon and Flemish regions and by the départements of Nord and Pas-de-Calais in France.

This paper will begin by setting the geographic context, the potential for future development and the elements of strategy of the actors involved. It will continue by identifying the nature of the processes of governance which has led to the gradual consolidation of the region, through the development of local policies, national policy (in particular the policy for metropolitan cooperation from 2005), and at European level (in particular through the creation of a Franco-Belgian Euro district in 2008).

On the basis of this case study, the paper will draw conclusions from the experience of Lille by analysing both the positive factors and the

factors which have tended to obstruct progress towards consolidation; with the aim of providing a general framework that could be applied to other cross-border regions in Europe.

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AFFORDABLE HOUSING AND LOCAL GOVERNANCE IN SOUTH KOREA: A FAIR SHARE APPROACH

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This paper explores the shared governance of local, regional, and central governments to provide affordable housing in South Korea. The paper asserts that Korea needs to build proper institutional arrangements with an emphasis of the more responsible role of local and regional governments to produce adequate affordable housing. The paper presents a housing projection model based on appropriate projection techniques and collaborative decision making process.

As the Constitution indicates, the Korea government should make an effort to provide every Korean family with a pleasant dwelling place through housing development policies. The Korea government has implemented a variety of public housing programs and financial assistances for low income households. The government has also played an important role in new housing market through a direct involvement of housing supply. The timely supply of the planned number of housing units has been a key concern of the central government with an emphasis toward housing welfare since the late 1990's. As a legal mandate to improve the housing security and quality, the central government, the metropolitan and provincial governments develop and implement the comprehensive housing plan for the ten year planning period. Annual housing plan is further developed according to the ten year comprehensive housing plan.

There was still a limited consideration of accommodating diverse housing service needs for households by demographic and economic characteristics (e.g., household type, household income). The regional differences in the status of housing supply or household characteristics were not properly reflected in housing policy in Korea. Yoon et al (2006) measured housing service level of seven metropolitan cities and nine provinces by using eight housing service indicators within four categories (quantity, quality, affordability, and tenure security of housing stability). They eventually proposed a different set of housing policy responses to housing service needs for each region.

Since local autonomy system was introduced in Korea ten years ago, the role of local or regional governments becomes more important in the policy making process. The number of studies on the proper role of local or regional governments is on the increase. Recently, there was a comprehensive study of housing governance to improve the efficiency of the housing welfare in the era of local autonomy (Chun, 2005). In this study, housing governance is defined as “a social mediation contrivance to solve housing problems as the national and local level”. Acknowledging the overall trend of the increasing role of the local governments in developing and implementing housing policy, this study proposes to develop a decentralized housing policy system, which allows local governments, housing professionals, private sectors, non-profit organization to effectively participate and collaborate in an open and accountable the housing policy making process. The proposed housing governance system is: the central government develops a standard participation guideline of developing housing policy for the public and private parties; the regional governments adopt the housing governance system; the local governments implement the housing governance system.

Although there have been studies on the existing housing needs for the low income people, a very limited number of studies talk about their future local housing needs for the low income family (Choi and Ha, 2007). This study proposes a local planning approach toward developing the future local housing needs for low income family, while recognizing the vital role local governments in the supply and affordability of housing. The overall local housing needs are determined using three major components: household projections, vacant unit needs, and replacement needs. First, the study reviews methods of projecting population and employment, which directly and indirectly influences the growth of households, along with discussion of housing vacancy and loss. The study reviews discusses a range of acceptable projection methods for different levels of geography (city, region, and nation) with an emphasis of using technically sound assumptions. Projection methods include the cohort-component method, trend extrapolation methods, and structural models (economic-demographic, urban systems model). An acceptable projection maintains the spatial and temporal consistency of the relations of key growth variables (e.g., population and households). Second, the study will discuss how to develop housing policy alternatives through the open and transparent decision making process. A discussion of policy alternative includes how to develop the future allocation of low income category households. Third, the study discusses how to effectively implement the adopted local housing needs. The proposed housing needs might be used to update the housing element in the city comprehensive plan, to renew the existing zoning, and to allocate the housing fund of the central government. Fourth and last, the study applies the selected projection methods to develop the future housing needs of cities in the Seoul Metropolitan Region. There will be discussion of how to use available local administrative data (e.g., population estimates) as well as the national survey (e.g., Korea Household Expenditure Survey) or the Korea Census (e.g., PUMS, population and household projections).

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PLANNING FOR ECONOMIC DEVELOPMENT IN THE GLOBAL ECONOMY: THE DUTCH AND COLOMBIAN CUT FLOWER AGRO-INDUSTRIES IN COMPARATIVE PERSPECTIVE

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The intensification of product flows across political boundaries is a defining feature of today's global market. Export-oriented development strategies led by international financial institutions (IFIs), and domestic and foreign governments encourage the incorporation of leading economic sectors from developing countries into northern markets. Yet, as their participation in world market increases, leading economic sectors are often faced with the challenges of a rapidly changing world economy and increased competitive pressures. This paper provides an in-depth comparative case study analysis of the restructuring of the Dutch and Colombian cut flower agro-industries, the world's leading cut flower suppliers, to examine the differentiated articulation of global market pressures in two spatially-differentiated, institutionally distinct, and developmentally dissimilar sites. While studies of transnational commodity flows mainly focus on the organization and coordination of economic activities over geographic space, this paper places distinct planning contexts, cultures and ideologies at the core of national economic development strategies and economic restructuring. Through the comparative study of supply chain restructuring, this paper aims to situate global economic activity within differentiated institutional and developmental contexts, draw associations and connections between them, and shed light on the challenges for local development planning as they articulate sector restructuring and global market change. This paper contributes to the literature in international planning and development studies by comparatively analyzing two distinct approaches to development planning and their respective articulations of global-local economic processes and pressures.

My advisor Susan M. Christopherson can be contacted at smc23@cornell.edu. This paper is drawn from an almost completed dissertation.

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GLOBAL CYBERINFRASTRUCTURE AND SUSTAINABILITY: AN EMERGING RESEARCH AGENDA FOR INTEGRATED CITY-REGION PLANNING

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We are at the beginning of a new phase in the development of research and teaching – the dawn of networked science and pedagogy that parallels and is enabled by cyberinfrastructure. The globalization of cyberinfrastructure is giving rise to a 4th Wave in the historic use of Information and Communication Technologies (ICT) in planning. This paper critically examines the potential of this 4th Wave (Next Generation Internet) in view of examples from North America, Europe and Latin America. New university-based initiatives are building global linkages among researchers, professionals and activists concerned about planning and sustainability. These efforts are raising new research questions on a wide range of theoretical and practical issues. There is a socio-technical systems agenda which is concerned with the role of ICT in urban and regional restructuring and the potential of new policy/civic modes of communication. The rapid development of ICTs and cyberinfrastructure is creating new means through which social movements can emerge and influence the conditions of capital accumulation more readily than before. From a practical perspective, there is a long standing agenda to enable 'integrated planning', and the hope that ICT can facilitate new modes of social markets, digital democracy, public participation, and social movements aimed at reducing inequalities and increasing power sharing both locally and globally. The paper concludes with a forward-looking agenda for cyberinfrastructure research and applications including an effort to create a Global Planning Grid in support of integrated planning for sustainable city-regions.

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BUILDING GLOBALIZATION: TRANSNATIONAL ARCHITECTURAL PRODUCTION IN URBAN CHINA

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This paper explores the transformation of the built environment of Chinese cities through the lens of transnational architectural production. Based on fieldwork on urban mega-projects in Beijing and Shanghai, the article examines why China's urban elites have persistently approached international architects for the design of their mega-projects. The main thesis is that the symbolic capital of architectural design is transformed into economic, political, and cultural capital by local and global actors in the process of transnational architectural production. Iconic architecture from prestigious international architects is employed by private developers to brand their projects, by government officials to promote their political careers, and by the Chinese state to symbolize the arrival of a modern China on the world stage. I argue that the global consumerist ideology, together with the rising Chinese nationalism, drives the construction of iconic architectural projects in urban China.

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SPATIAL PLANNING IN INDONESIA: THE CHANGE AND TRANSFORMATION AFTER THE FALL OF THE NEW ORDER REGIME

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The fall of the New Order regime in May 1998, after thirty two years in power, has spurred the process of democratization and marked the transformation of Indonesia from authoritarian rule into a more democratic government. The new governments replace the authoritarian political structure with a more pluralistic, participatory, transparent and accountable system of government (Anwar 2005).

The new system of government also spurs the changes in the spatial planning system of Indonesia within the last ten years.

This paper describes the Indonesian spatial planning system during the New Order regime and examines how it has been transformed into a more democratic system of government. The system of law and procedure which set the ground rules for planning practice in Indonesia during the New Order regime, as stipulated in the Spatial Planning Law 24/1992, reflects the authoritarian rule of the New Order regime. This law was replaced with the Spatial Planning Law 26/2007, a more participatory and accountable spatial planning law enacted in 2007.

The Spatial Planning Law 24/1992 and the Spatial Planning Law 26/2007 are compared and contrasted within this paper. The paper also draws several spatial planning practices, particularly in the Jakarta Metropolitan Area, to illuminate the transformation of spatial planning in the post New Order regime.

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PLACE PRODUCTION IN GLOBALIZING MIDDLE EASTERN CITIES

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This paper investigates the power of the notion of place in the process of globalization in some major Middle Eastern cities (MECs). I am arguing that the current urban development that is occurring in many of these cities is dominated by the idea of constructing a series of places that can create a 'world city' image. Many major MECs are actually being transformed for globalization and not by it. In other words, these cities are embracing particular models of urban development that primarily aim to attract global flows and accordingly, upgrade their 'world city' status. MECs are seeking these models in top world cities as New York and Tokyo, or emerging cities that managed to get global attention in the last few decades as Shanghai and Singapore. Peripheral Middle Eastern cities, using John Friedmann's categorization (Friedmann 1986), are simply reversing the process experienced by core world cities where urban forms were transformed gradually to fulfill the continuously emerging needs of globalization.

What is occurring in many Middle Eastern cities today invites for a reinvestigation of Castells' argument that in the era of globalization and information technology, space of flows supersede the space of place since the latter with its physical boundaries is less capable of

coping with the dynamics of flows (Castells 1989, 1996). In many MECs, new places are emerging in order to trigger the flow of capital, goods, knowledge and people to these cities. These places are playing a significant role in the process of globalization of these cities. They tend to act as nodes of agglomeration of global flows of capital, people, goods and even knowledge. Place is also becoming a promotional device to attract global attention and upgrade cities world status. In many MECs, building spectacular and iconic structures is becoming a national project and source of local pride.

The paper proposes an analytical framework to explicate a better understanding of the power of place in the process of globalization of some MECs as Dubai and Cairo. The framework discusses the multiple dimensions that discern the nature of place in MECs in the era of globalization. It identifies four main dimensions which are: places as terrains of flows, places as imaginaries, places as text and places as landscapes of resistance. I am arguing that these four dimensions are critical to the understanding of the role of place in the process of globalization of these cities.

This Proposal is partially drawn from an approved dissertation proposal at the School of Policy, Planning, and Development-University of Southern California.

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POSTER: SUSTAINABILITY, CITIES AND GENDER: COMPARATIVE STUDIES OF GENDER AND URBAN REGENERATION IN THE EUROPEAN UNION

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One of the key initiatives in promoting sustainable cities in advanced economies is the renewal of existing urban communities. Among the targets of urban regeneration, an issue of equity and equality – notably race and gender – recently attracted much attention from researchers (May 1997; Riseborough 1998; Maginn 2004). Moreover, from 2000, the European Union (EU) incorporated gender mainstreaming policy into the funding regulations for the Structural Funds so that research on gender in urban regeneration considerably grew. Thus, gender in planning became a key concept to advance sustainable city objectives.

However, as recent studies suggest, the concept of gender equality significantly differs between nations and cultures among EU member states (Booth and Bennett 2002; Gambles, Lewis et al. 2006). In my PhD research, although women were active members of civic organisations in modern Japan, their campaigns were considerably constrained by the ideal of 'good wife and wise mother', which the state propagated for a long time. This gender identity made Japanese women's policy goals easily co-opted into the male-defined policy agenda. Japan's authoritarian planning culture also affected policy outcomes. Therefore, my hypothesis in this research is that gender identities and planning culture may vary among EU member states, and these differences are likely to influence gender mainstreaming policy in urban regeneration.

I plan to conduct comparative research of three urban regeneration projects in which covered by Objective 1 of the EU Structural Fund during 2000-2006. The three regeneration projects will be selected based on the differences of women's labour market participation rate, income gap between genders and other gender equality measures from three different EU member states. The current target countries are England, the former East Germany and Spain. The objectives of the research are as follows:

- To assess to what extent the concept of gender equality could improve existing ideas of sustainable development.
- To examine how diverse ideas of gender equality and planning culture affected the outcomes of urban regeneration projects and the sustainability of European cities.

I will carry out this research by analysing relevant literature review produced by the EU, site visits and interviewing stakeholders. Although the research is still in the process of literature review, different ideas of gender mainstreaming and planning culture seem to have significant impact on the EU funded urban regeneration projects.

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NEW MODEL OF URBAN GOVERNANCE AND RIGHTS-BASED COMMUNITY CONFLICTS: RECENT PROPERTY PRACTICES IN CITY REDEVELOPMENT IN URBAN CHINA

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This paper examines three recently legislated property practices and their effects on community residents' involvement in city redevelopment in urban China. In recent years, rights-based grievances over displacement and compensation have become a major source of community conflicts in China's acceleration of development. The legislation of the three practices – rationalization of demolition and relocation, strengthened role of government adjudication, and market value-based property appraisal – represents the China Government's efforts to establish a law-based model to govern the increasingly rights-conscious society. While existing studies have pointed out that China has espoused rule of law and market rationality as new governance practices to attain economic development, what remains relatively unexamined is how these practices change the way that local residents participate in city redevelopment. This paper argues that the implementation of the

three property practices has smoothed out the conflict-laden redevelopment process by establishing institutionalized channels for affected residents to express their claims of rights and interests. Yet these legislative practices, at the same time, have also reinforced the government's control in defining and determining social interests to which residents' individual rights are subordinate.

To address the question on how local communities' rights-based grievances are voiced, remedied, and controlled by the new model, this paper draws on studies which focus on China's selective adaptation of foreign (mostly Western) norms centered on private property rights and market economy to strengthen the state's ability in adeptly managing the fast changing state-society relationship in the post-reform era. First, the paper analyzes the officially adopted discourse used to legislate each of the three new property practices. Second, it examines the process in which the practices are implemented in urban redevelopment in inner Chinese cities. Last, this paper evaluates the effects of the three property practices on shaping community conflicts. Data used in this paper is collected through archival studies and in-depth interviews during fieldwork research in three cities, Nanjing, Shanghai, and Shenyang, in China in 2006.

This paper is work in progress towards the completion of a dissertation chapter. Dissertation supervisor: Robert W. Lake
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NEW URBANISM AND SPRAWL: A TORONTO CASE STUDY

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This article assesses the net effect on urban density of Cornell, a Duany and Plater-Zyberk designed subdivision in suburban Toronto. It examines the housing opportunities foregone by the residents to determine whether they would have consumed more or less land had the New Urbanist option not been available. It looks at the trade offs between density and neighbourhood quality. It assesses the generalizability of the plan by estimating the proportion of the current residents that are likely to stay in Cornell as they move through their housing careers.

The analysis shows that Cornell is increasing suburban densities but not by nearly as much as inferred by analysts that simply compare the density of the development with that of conventional suburbs. This study of the demand side of the equation shows that New Urbanism, to be a generalizable substitute for conventional suburban development, will have to offer a much higher proportion of single-

family detached houses than the 37 percent found in Cornell. New Urbanism can reduce sprawl by inducing households to move and then to stay in single family detached houses on smaller lots than offered in conventional subdivisions.

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ASSESSING THE CONVERGENCE OF NATIONAL SPATIAL PLANNING SYSTEMS IN EUROPE

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Many national spatial planning systems, in both western and eastern Europe, have recently undergone reform in response to the common challenges of globalization, sustainable development, economic competitiveness, European integration, economic reforms and demographic change. Greater transnational cooperation and networking on spatial planning, enabled through European initiatives such as the INTERREG programmes, have resulted in policy-makers being increasingly influenced and exposed to practices from overseas. Indeed, the idea of 'best practices' and their transposition to other contexts is a central (and unquestioned) assumption behind the current INTERREG programme. This learning process is leading to a transposition of practices and according to recent cross-national comparisons, an apparent convergence around particular 'styles' or ideal types of planning. But this is by no means a straightforward process. Despite the common challenges facing almost all planning systems, there are also deeply embedded differences between European countries in terms of political and administrative cultures and structures, particularly between north and south and western and eastern Europe. These differences call into question the applicability of the direct transposition of 'best practices' and potentially put a brake on the idea of the 'Europeanization' of spatial planning and the convergence of planning systems. Indeed, rapid reforms of planning systems which do not address the underlying cultures may reduce the local relevance and effectiveness of the formal planning system.

This paper examines recent trends in national spatial planning reforms in Europe and the extent to which this has led to convergence or divergence of aspects or dimensions of planning. This provides a more detailed assessment of the extent to which the Europeanization of planning is taking place, and in what ways. It attempts to trace the influence of different factors on the trajectory of systems including common external challenges, internal pressures, and learning from systems, policies or practices in other countries. The paper primarily draws on the authors' involvement in ESPON project 2.3.2 (Farinós Dasi, 2007) concerning the governance of territorial and urban policies (carried out between 2004 and 2006) and a UNECE study on spatial planning principles.

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AN EXERCISE IN FUTILITY? URBAN PLANNING IN PACIFIC ISLAND COUNTRIES

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Abstract: Although small by international standards Pacific cities are rapidly growing and present highly complex and immediate planning challenges. Planning has principally been the domain of international donors and consultants, but rarely have these plans and ideals been realised in practice. For some this has meant an exercise in frustration. Resistance to formal planning principles and institutions have come from manifold sources; including dispersed forms of authority (within and outside the State); complex customary land tenure systems (where much urban growth takes place); the resource weakness of formal institutions (where they exist); and, in many instances, the limited acceptance of state institutions as managers of urban form and life. Given limited legitimacy and capacity of formal planning the emphasis necessarily must shift to partnerships and hybrid approaches. Legitimacy is gained through identifying appropriate entry points – each highly specific to national and urban context. Using examples from the microstates of Kiribati and the Marshall Islands, as well as the larger Melanesian countries of Papua New Guinea and the Solomon Islands, this presentation outlines where more effective entry points for urban planning have been found. In the case of Melanesia this has involved negotiating the use of customary land, in recent years the site of peri-urban growth and conflict. In Micronesia, where formal urban planning institutions do not exist, more effective headway has been made in engaging communities and institutions on rapidly deteriorating environmental conditions and resultant health impacts. An important lesson may be that despite the marginality and ‘futility’ of urban planning in Pacific Island cities, opportunities do exist for action through building consensus and partnerships around existing problems at the micro level. Forging a path between the demands of growth and the limits of possible action is imperative if the serious urban problems of the Pacific are to be tackled.

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THE IMPACT OF EU REGULATIONS ON LOCAL PLANNING PRACTICE: THE CASE OF THE NETHERLANDS

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In recent years many authors have reflected on the ongoing Europeanization of spatial planning, which is generally understood as the impact of European integration on domestic planning. It is assumed that Europeanization is partly driven by EU regulations and directives (Böhme & Waterhout 2008). Planners emphasize the impact of EU policies, and they use this claim to legitimize their own efforts in developing tools for European spatial planning such as the ESDP and the EU Territorial Agenda. However, domestic planners claim that EU regulations on air and water quality, natural habitat

protection and free competition hugely complicate spatial planning, making important projects virtually impossible.

In this paper, we therefore assess the impact of legally binding EU regulations on local planning practices. Until now, research has primarily focused more generally on the effects of EU regulations in terms of territorial development, or on the effects of just one EU regulation on domestic planning (Robert et al., 2001; Ravesteyn & Evers, 2004; various ESPON projects). Little is known, however, of the combined impact of all relevant EU regulations on the routines and customs of local planning practices.

We therefore analyse the impact of EU regulations in five local and regional planning projects in the Netherlands. On the basis of a series of interviews with public and private parties, environmental interest groups, district water boards and other stakeholders, we address the questions 1) how those involved in planning practice deal with the EU regulation, 2) how EU regulations affect projects regarding both content and organization, and 3) how parties involved evaluate the eventual impact of EU regulation. The picture that emerges shows how EU regulations are transposed into Dutch legislation and how national, regional and local planners, being increasingly restricted in their freedom of decision-making, adapt to the new conditions these regulations require.

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THE GLOBALIZATION OF PLANNING MODELS – A CRITIQUE

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The globalization process does not affect only the social, economic, political and cultural relations that constitute, ultimately, the field and object of urban and regional studies and territorial planning. Neither is this process limited to redefining scales, places and regions, or reframing the very meaning of urban and of territory in general. The globalization processes strikes at the very heart of the processes of constitution and legitimization of paradigms – theoretical-conceptual, technical-operational – that guide research efforts in the field of urban and regional studies as well as the planning practices.

Although present since the 1970's, it is at the beginning of the 1980's that the most varied foreign agencies (World Bank, IDB, UNDP, UN-Habitat, etc), progressively, constructed the establishment of what we could call the urban agenda in Latin American – valid as much for research as for governmental policies.

On one hand, various agencies and foundations foster research in certain thematic areas; on the other hand, national and multilateral cooperation agencies support and induce the adoption of governmental practices and institutions that express specific

conceptions and aims in urban planning and management, and also in the definition of the scale for action - local, regional, national, global.

Let's associate to these facts the growing communication facilities among scholars and research centers in different countries, the circulation of technical boards between the national institutional apparatus and multilateral development agencies; what we have here, are the defining elements of the context within which, nowadays, mostly scholars and planners/managers working on territorial issues and planning conceive and carry out their research and/or intervention projects. In some southern countries, like Brazil, we should add the crisis and, often, the plain dismantlement of the national planning apparatus under the pressure of structural adjustment and neo-liberal reforms.

Elaborated in economic, political and cultural universes quite distinct from southern cities, dominant concepts and conceptions, as well as the intervention models associated with them, are not, evidently, neutral: they establish certain representations of social and territorial reality and problems, and project a remedy that, ultimately, constitutes a single prescription for quite different realities. "Best practices" and advertising of "winning cities" spread everywhere, international consultants announce good news and promise universalizing local experiences detached from their socio-political-territorial realities.

The model, inspired in supposed good practices, everywhere propose the assumption that national states are fading out, and that cities must adopt competitive and market friendly strategic planning to attract capitals and tourists.

The paper addresses the modes and consequences to southern cities, particularly in Brazilian experience, of this kind of globalization of planning models?

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TERRITORIAL PLANNING AND THE NATIONAL PROJECT: THE CHALLENGES OF FRAGMENTATION

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The recent history of territorial planning in Brazil can be narrated as a continuous, albeit non-linear, trajectory of disintegration. Firstly, political, evident in the gradual disappearance of the regional question from the national agenda. While the process of developing and debating broad-ranging national perspectives has become

increasingly less visible and audible in general, whenever a national agenda does surface, transcending the day-to-day management of the economy or the latest scandal, the regional question – and at a wider level, the territorial question – still receives little or no attention.

This process has been simultaneously accompanied by an operational – or, if one prefers, instrumental – disintegration, involving the dismantling of institutional structures that were originally implanted by federal governments in the second half of the 20th century in order to design and implement policies, plans and projects for territorial management and the reduction of regional inequalities. Emptied of function and meaning, these regional agencies and bodies – where they survived – generally have been transformed into niches for cultivating parochial interests and reproducing the almost invariably decadent local elites.

This process of disintegration has roots in the economic, social and cultural transformations that helped integrate the national territory and submit it, as a whole and in all its diversity, to the logics and dynamics of the expansion of Brazil's peripheral and dependent capitalism from the 1960s and 70s onwards. This process was intensified in the long and dramatic crisis of the 1980s and the following transitional phase of 'structural adjustment,' with its adherence to the guidelines of the Washington Consensus. Today, this disintegration seems to have turned into a resigned acceptance of territorial fragmentation that further entrenches the subordinate adaptation to contemporary forms of globalization.

The economic, social and political context, on one hand, and the intellectual field, on the other, suggest that the challenge is to reverse trends, unmake consensuses, dismantle certainties and seek to introduce into the analysis real world dimensions and aspects that are more often ignored.

The paper aims to identify and analyze the main vectors of this process of fragmentation, including large investment projects (LIPs), competitive neo-localism and the old regionalism with its patron/client networks.

The paper briefly examines the theoretical-conceptual frameworks of the LIPs and, in particular, of competitive neo-localism, which today comprises the main recipe offered to peripheral and dependent countries by multilateral agencies and international consultants.

The conclusion explores whether, and to what extent, contemporary social processes reveal the emergence of tendencies and forces capable of neutralizing the vectors of fragmentation and promoting a national project in which territorial planning occupies a central place.

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LOCAL STATE ENTREPRENEURIALISM IN CHINA: ITS URBAN REPRESENTATIONS, INSTITUTIONAL FOUNDATIONS AND POLICY IMPLICATIONS

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For almost three decades, China has been characterized by its rapid urban and industrial growth. The goal of this paper is to investigate the recent pattern of local state entrepreneurialism across Chinese cities as represented by the aggressive expansion of urban spatial development on one hand and increasing share of foreign direct investment (FDI) throughout its industrial economy on the other.

It argues that the pro-growth orientation of Chinese local state is largely attributable to the shifting fiscal and land use regimes institutionalized on the national scale. Specifically, the fiscal reform of 1994 realigning central-local financial strength and the regulation that legitimized the locality retained revenues associated with land leasing, jointly speed up urban spatial development since the start of 21st century. Data shows that land prices for urban residential and commercial uses are rising up sharply, which not only renders considerable profits for real estate developers but also creates massive revenues for municipal governments.

Given its one-off nature, however, land leasing income has to be supplemented by taxes collected from industries to make municipal finance sustainable. The revenue sharing feature of 1994 fiscal scheme and the exception of industrial land leasing to the public process then allow the local strategy to maintain incredibly low or even negative cost for industrial land claims. Foreign investors, with their advantages in investment intensity, technology as well efficiency in land use, are preferred by local government to domestic rivals, which leads to unusual presence of FDI throughout Chinese industries.

This paper finally concludes with the impacts of this entrepreneurial urban spatial and industrial dynamics on housing welfare of general public and domestic industrial development that has become the main concerns of policy analysts and decision-makers.

Both quantitative and qualitative methods will be used throughout this study. The function of qualitative study is to develop a perspective via historical documentation of institutional changes. The quantitative section aims to provide systematic evidence to support the conceptual hypothesis as raised in qualitative analysis. Data for this paper comes from official yearbooks and publicly accessible online databases.

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EUROPEAN SPATIAL PLANNING TURNING TWENTY

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It was in 1988 that the decision was made to convene a meeting of EU ministers responsible for spatial planning. Twenty years later, we have the European Spatial Development Perspective, the European Spatial Planning Observation Network and the Territorial Agenda of the EU (Faludi & Waterhout 2002; Böhme & Schön 2006; Waterhout 2008). It seems therefore an opportune moment to reflect on whether European spatial planning has reached adulthood. What is the current state of European spatial planning and has it acquired some permanence and recognition from outside the planning realm?

These questions are not only relevant from the perspective of European spatial planners and their supporters, but also more generally, from the perspective of the Lisbon Treaty (now in the process of ratification) which includes territorial cohesion as one of the main objectives of the EU as well as from the perspective of the legitimacy and need for such planning and for future strategies.

This paper assesses the current state of European spatial planning in terms of institutionalization and develops a framework in which attention is directed to internal as well as external enforcement (Hodgson 2006). Internal enforcement, or self-organization, is understood as the extent to which the network and organizations, which constitute the European spatial planning discourse, have acquired stability in terms of forming a stable network or 'community' and acquired control over resources, ideas and rules. External enforcement is analyzed by evaluating the extent to which this discourse has been able to influence potential addressees and stakeholders. Furthermore the European spatial planning discourse is compared with discursive change in other relevant EU policy sectors.

Although European spatial planning has developed considerably over the last twenty years, the paper argues that it is not yet fully mature. In particular, the network of European spatial planners is vulnerable whereas also the recognition of the planning discourse by other policy fields is lagging. The paper will conclude with suggestions for a future strategy.

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THE UNIVERSITY, THE CITY, AND THE STATE: INTERNATIONAL UNIVERSITY REAL ESTATE DEVELOPMENT

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This paper presents research on the role of universities as major urban institutions through a focus on their real estate development activities. This research builds on previous work on U.S. universities and expands this through case studies of universities in 11 other countries. Key questions include:

1. Why are universities expanding? Within the context of globalization and devolution, how important are such issues as urban decay, the need for new science and technology facilities, and enrollment pressures in shaping the university's expansion agenda?
2. Where is their growth taking place? Do the location decisions of universities reflect primarily their own strategic priorities or local and national development strategies, or are they simply pragmatic, based on land availability and price?
3. How do universities structure the growth and development process? Do they use intermediaries, or partnerships with the private sector? How do they structure their financing? Who within and outside of the university community is involved in the process?
4. What is the impact of their growth? Do the original rationales for campus expansion in fact get served by the final products? As institutions interwoven in the urban fabric, what are the effects of these developments outside of the institutions themselves?
5. What are critical success factors? Which projects succeed, and which fail, and can we identify what seems to work best?

The research to answer these questions has been completed and includes case studies on universities in Finland, Germany, Scotland, Northern Ireland, Portugal, Israel, Venezuela, Mexico, Indonesia, South Korea, and Japan. The cases were written by individual local researchers following a general template based on the questions above, and included local interviews as well as primary and secondary data collection.

This paper will focus on summary conclusions based on this work. The relevance to planners is that universities have become increasingly important land holders in many urban areas; thus, their locational decisions and development practices are an important component of urban planning and development.

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TRACING SEGMENTATIONS; HOW SPATIAL PLANNING IS IMPLICATED IN THE SEGMENTATION OF BANGKOK
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Planning strategies strive to tackle spatial problems by linking knowledge to action. In European cities, recently these strategies have been deployed to counter the fragmentation of urban space. It is argued that around the world through globalization - networked economies, privatization of infrastructures - integrated urban spaces are replaced by 'archipels of enclaves'. New forms of spatial inequality are said to accompany this process of the resegmentation of physical space. From that observation it is easily concluded that spatial planning strategies have to counter.

This paper doesn't question the goal of creating equality, nor the potential role of spatial fragmentation in social fragmentation. However, it does study the theoretical underpinnings to counter the physical fragmentation of space through spatial planning. To which extent can spatial planning be effective? And which conditions have to be met?

The paper approaches these questions with an empirical analysis of Bangkok, based on personal observations in this city over many years. It would be easy to conclude that lacking planning has created the extremely fragmented urban morphology of this Asian city. However, the paper states that planners acquire their political capacity from structural properties (means, norms, interpretation schemes), which are based in the institutional settings and physical landscapes in which they operate. It does so from an actor-centred institutional perspective that – using Actor Network Theory – incorporates attention for the role of objects in urban development.

From this perspective, a good fit between planning strategies, coalitions of dominant actors inside and outside planning, institutional settings, and physical landscapes makes for planning success or failure. The urban morphology of Bangkok then turns out to relate to the institutional (economic, political, social, cultural) and physical setting in which it emerged. And the influence of planning strategies on urban morphology is relative to these institutional and physical settings: Bangkok planning can't be effective because it is not embedded in matching practices for the production of spaces. Therefore, strategies to improve urban transformations in Bangkok should first of all focus on the institutional and physical setting in which planners operate. This conclusion results in attention for such issues as land policy, real estate developers, and civil society in contemporary Thailand.

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URBAN INFRASTRUCTURE FINANCING AND REGIONAL ECONOMIC PERFORMANCE: THE CASE OF CHINA
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Rapid urbanization in China's reform period has resulted in a very high demand for basic urban infrastructure and the need for sustained mechanisms of financing. How China accommodates its increasingly urban population is critical not only directly to the well-being of an increasing number of its people but also more indirectly to its sustained economic development. Research at the national and regional levels has pointed to a positive contribution of public infrastructure to economic performance. Differences in public capital

facilities also appear to have a significant effect in accounting for regional income disparities.

China's experience in infrastructure financing is a significant departure from the international norm – the capacity of municipalities to borrow is lacking, local property and land taxes are nearly absent, and extra-budgetary funds allow for softer budgetary constrain. Continued fiscal decentralization, in addition, has affected regional patterns of infrastructure financing. As economic growth becomes more concentrated in the coastal region, there has been a sharp rise in interregional disparities in fiscal spending, accompanied by gradual deterioration in public services provided in inland regions. The regional unevenness in infrastructure development will have long-term effect on economic development.

The main purpose of this paper is to explore patterns of financing infrastructure development across cities of different regional location, and how infrastructure investment may be related to increasing disparity in economic performance. First, the paper reviews the theoretical literature and evidence on how public investment in infrastructure affects economic performance, particularly in the context of regional development. Second, it outlines how successive waves of fiscal decentralization in China during the reform era have altered local finance and analyzes the expanding range of mechanisms in financing urban infrastructure. Third, it examines the increasing disparity among cities of different geographic location in their ability and performance to finance infrastructure development. Last, using statistical data on large, prefecture-level cities in China, the paper presents preliminary results from a regression analysis on the effect of urban infrastructure investment on economic performance.

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DEVELOPING THE CHINESE PLANNING THEORY- PLANNING THEORY IN THE AGE OF DIVERSITY

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The unprecedented scale and speed of urbanization in China have challenged the mainstream planning theory that is developed based on the West experience in the last 100 years. The role of government in urban development, the process of plan making, the approach of public participation and other principles taught in west planning schools confront challenge brought by large scale planning practices in Chinese cities -- some are successful others are problematic, under

guidelines different from the mainstream planning theory. In recent years, Chinese planners are striving to develop a planning theory with "the Chinese characteristics" while the rational model, advocacy planning, the communicative and collaborative planning are used as valuable reference. The assessment and evaluation of the Chinese planning practice ask for a planning theory with a framework adoptable to various contexts, or many planning theories rather one in the age of diversity.

The paper reviews the evolution of planning theory in China, provides a theoretic framework for the Chinese planning theory consisting of three parts: the traditional Chinese philosophy, the socialist practice since 1949, and the influence of the west planning theory and practice after 1980s. The framework intends to reflect the local context while preserve values believed applicable to all human beings.

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TRACK 7: LAND USE POLICY AND GOVERNANCE

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SOCIAL INNOVATION, LAND MARKETS AND INSTITUTIONS: THE PRODUCTION OF URBAN LIFE IN LATIN AMERICA'S POPULAR SETTLEMENTS

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This paper discusses the emergence, consolidation and transformation of one of the most significant social innovations in Latin American cities: the rise of the informal city. In Latin America, the practice of collective land occupations (spontaneous or organized) and their transformation in a popular habitat can be considered an important social innovation of the poor in accessing urban land. The “founding act” of land occupation must allow the emergence of other enabling social innovations for the production of basic goods, such as urban infrastructure and collective services, required for the consolidation of that space and its transformation into a popular territory. Self-production of housing and urbanization processes, initiated by collective action of a communitarian type, transform occupied land without urban infrastructure into an informal popular settlement which is effectively the urban territory (habitat) of social reproduction of the poor. That territory is the result of social innovations which accumulate and gain strength through time. Those innovations are diffused and transformed into recurrent practice of the urban poor in the production of their daily urban life spaces. Now, contrary to what early institutionalist authors (Commons, 1924) expected, those practices do not alter the legal system that continues to be viewed as illegal or informal and, consequently, there is a need to establish “local authorities” to act as mediating agent-institution in conflicts and practices in informal settlements. Informal cities are, thus, regulated by their own institutions, which, often, operate on the margins of the State. The reproduction of social and economic life in those settlements depends on reciprocity and redistribution economies of a Polanyian type where the market is viewed as an auxiliary economy (Polanyi, 1944). On the basis of this characterization of institutional dynamics in popular urban settlements, this paper explores, first, the emergence and consolidation of informal land markets and their role in the transformation of the territory of the poor. Second, it discusses the appropriation of innovative communitarian institutions by the informal market and the process of price formation and monetarization of the popular territory. The paper concludes by highlighting the risks of a community-led process grounded in innovative popular action being transformed into monetarized market valued externalities.

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DO LOCAL GOVERNMENTS INFLUENCE METROPOLITAN SPATIAL STRUCTURE: EVIDENCE FROM THE LOS ANGELES REGION

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The purpose of this research is to explore the role of local governments in the evolution of metropolitan spatial structure, particularly with respect to the growth of employment centers -- locations with significant concentration of economic activity and hence employment. There has been little systematic analysis of the role of local government in spatial organization.

The proposed research will develop and estimate models of employment center growth, testing hypothesis regarding the role of local governments as entrepreneurial agents in spatial evolution. There is extensive theoretical literature on employment centers and their role in the space economy (e.g. Anas et al 1998, Giuliano and Small 1991, McMillen and MacDonald 1998). The literature treats metropolitan regions as more or less homogenous regulatory landscapes. There may be significant inter-jurisdictional differences in terms of development policies and the ensuing regulatory environment, making some locations more conducive to growth than others. These differences could explain the emergence and growth of employment centers at some locations and not others within the same metropolitan region.

There is an extensive literature on the impacts of regulation on local residential land markets, yet these ideas have not been tested for employment centers (e.g. Fischel 1991, Quigley and Rosenthal 2005). I conceptualize cities as entrepreneurial agents who compete for economic development and/or tax revenues. Cities have many instruments to influence firm location. All development is subject to a variety of local land use policies and regulations, such as the zoning code. Local governments may facilitate development at particular locations by investing in infrastructure at those locations, offering incentives to developers for building and to firms for locating inside its jurisdiction. Local governments could also create potential barriers to growth by enacting explicit growth controls such as building permit moratoria, adequate infrastructure requirement provisions, etc.

Using 1990-2000 data from the Los Angeles region, employment center growth will be examined as a function of local development policies and a set of control variables. The Los Angeles region is ideal for study: more than 150 cities and many employment centers make a systematic analysis possible. Specifically, I address the following questions: 1) How important are local policies relative to economic factors such as agglomeration economies, labor force accessibility, etc. in the growth of employment centers; 2) Do local governments indeed play the role of entrepreneurial economic agents, or are they merely passive spectators of changes shaped predominantly by market forces?

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COMPENSATION RIGHTS FOR DECLINE IN LAND VALUES

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In every country where land-use regulations function, they might – and often do – reduce the current or potential economic value of real property. (The contrary is of course true as well, but this is another issue). The question is: Are there compensation rights for reduction in property values due to a planning, zoning, or development-control decisions (excluding "expropriation")? The law and practice in different countries address this issue in very varying ways, along a wide scale of degrees and formats. In the United States this issue – known as the "takings issue" (more precisely: regulatory takings) has become a very contentious topics and a hotly debated one along the lines of "property rights". I selected this topic for comparative research because it addresses an inherent "raw nerve" of planning law and practice that has extensive social, ethical, economic and indirectly – environmental implications. It should be of universal concern and that merits a cross-national exchange of knowledge. Yet, despite the inherent intellectual challenge that the issue entails for planning law and practice, this will report on the first systematic comparative research on this topic. The international differences among the approaches to this issue can potentially offer a rich set of experiences from which to learn. But the nuances are complex, and require in-depth research of law, jurisprudence, institutions, and practice. In designing this research, I wanted to include a variety of countries with a variety of constitutional and legal systems. Ten countries – all democracies with post-industrial economies – were selected. This has meant many laws, court decision and experts with many languages. I therefore organized a group of leading experts – one or more from each country. To enable systematic comparison, I prepared a checklist of questions to serve as common benchmarks. These include: History, emergence, rationale; Constitutional consideration; The grounds for a compensation claim; Types of injurious decisions; Distinction between direct and indirect impacts; Time and procedures; Social and ethics consideration; Incidence and distribution; Possible impact on planning practice and on public and environmental goals; Likely economic and fiscal impacts The research is now in advanced stages. The paper will provide a comparative analysis of the findings and will point out the opportunities for cross-national exchange of knowledge.

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FRAMING THE OREGON LAND USE PLANNING DEBATE: AN EXAMINATION OF OREGON VOTERS' PAMPHLETS, 1972-2007.

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In the last decade, the property rights movement in the United States has shown resurgent strength, particularly at the state level. Since the Supreme Court's *Kelo* ruling in 2005, 42 states have passed bills or ballot initiatives limiting the use of eminent domain for economic development purposes (National Council of State Legislatures, 2008). Regulatory takings measures have also been prominent—if less successful—with multiple measures requiring compensation for regulatory impacts contemplated by state legislatures and voters since 2000 (Georgetown Environmental Law and Policy Institute, 2008).

While there has been extensive examination of the private property rights movement and regulatory takings in the United States (e.g., Jacobs, 1998), there has been limited academic research into the way language has been used in debates over property rights, planning, and land use regulation and what role messaging might have played in electoral outcomes. This paper begins to address this gap in the planning literature by looking at language and argumentation in the public debate about land use regulation and property rights in the state of Oregon. Specifically using a content analysis methodology, the research critically analyzes arguments contained in the official voters' pamphlets produced by the Oregon Secretary of State for land use-related referenda appearing on the Oregon ballot since 1972.

While the specific aims of the referenda have changed from one election to the next, the arguments made can be categorized as either supporting the Oregon planning system or arguing for change. Three research questions guide the research. First, how do the two sides present their arguments? In this I am interested in rhetoric, specifically identifying the major themes used, categorizing arguments according to their theme(s), and detailing the specific way in which arguments are made. Second, have the terms of the debate and the presentation of arguments changed over time? Finally, using insights from the work of Lakoff (1996) and other cognitive linguists (e.g. Lakoff and Johnson, 1980; Kovecses, 2002) relating to conceptual systems and the use of metaphor, how might these arguments resonate with and be interpreted by voters?

The paper contributes to planning scholarship in two ways. First, the paper brings new perspectives on communication from cognitive linguistics into planning theory; these insights strengthen and complement classic communicative action theory. Second, the paper provides insights on communication strategies for planning practitioners facing a resurgent property rights movement.

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PLAN IMPLEMENTATION: THE REALITY OF LAND USE PLANNING IN AUCKLAND, NEW ZEALAND
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New Zealand's primary land use planning mandate is the Resource Management Act 1991 (RMA), which seeks to integrate and sustainably manage the allocation of New Zealand's biophysical and natural resources. Each of New Zealand's 74 local councils are required to prepare a District Plan which direct and guide all land use decisions in each council. Preparation of these plans is a major undertaking in terms of public resources and community investment, taking on average nearly 10 years to complete. The majority of councils now have fully operative first generation District Plans. However, a growing number of academic commentators and practitioners are questioning the effectiveness of the RMA and/or the ability of these plans to deliver on their stated policy intentions. Despite these perceived problems of implementation, there has been little research into the relationships between District Plan policy intentions and the actual outcomes in practice.

The paper first outlines the methodological approach taken to examine the research question and then presents the findings. These examine the extent to which District Plan policy intentions are reflected in actual landscape and ecological outcomes through an evaluation of 10 case studies in each of three Councils in the Auckland region.

The first step was to determine the desired policy outcomes of each district plan by reviewing the policy frameworks and their stated outcomes. From this a theoretical policy intention reflecting each District Plan's anticipated outcomes was constructed. The District Plan's methods designed to guide development proposals were then evaluated to determine whether these methods would actually give effect to the plan's anticipated outcomes. Finally, the case studies were evaluated to see if they met the plan's intentions, methods or outcomes.

The research found that almost every case failed to give effect to the District Plan's desired policy intentions, methods and anticipated outcomes, demonstrating a clear disconnection between policy intention and practice. However, of more significance was that the majority of methods included in the plans also failed to meet each plan's stated policy intention, highlighting a structural failure within the planning documents. The paper concludes by raising critical issues about the nature and quality of institutional and professional practices for plan-making and implementation. Drawing upon the research findings, it questions the effectiveness of the planning process and the use of statutory plans as appropriate instruments to deliver local land use policy.

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ESTIMATING THE EFFECTS OF LAND COVER ON HOUSING PRICES WITH BAYESIAN MODEL AVERAGING
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Policies to protect, maintain and expand green spaces in urban areas can have a number of objectives that are important to improving urban sustainability. These can include such goals as maintaining urban and suburban habitat; supporting recreation opportunities; preserving desirable environmental services such as erosion control, shading, carbon sequestration and acoustic isolation; and providing aesthetic benefits. In regions where these spaces are relatively scarce, unevenly distributed and desirable, renters and home buyers in the housing market may be willing to pay more to live in places where they can enjoy the higher levels of local environmental quality that they provide. Therefore, decisions that influence green space can have important economic and financial impacts, including increases in property values and property tax revenues, changes in development and redevelopment decisions, gentrification or other demographic sorting effects, and so on. Understanding these economic impacts can be an important consideration in developing the appropriate policies that influence these spaces.

Hedonic price modeling has been established in the literature as one approach to recovering these price effects, by assessing the price effects of individual components of the housing good. This approach has been widely used for this application and results from existing studies have suggested that there is a small but significant effect of higher amounts of green space. However, these models are often overspecified, even though there is a high level of uncertainty about which variables should be included in the "correct" model. Certain variables used in the model may also be highly correlated with one another, distorting the estimates of many of the individual effects. In addition, the results may be influenced by the presence of outliers within the data set, which can be a significant problem if the dataset includes a number of properties that do not represent proper "arms' length" sales in the market.

This project presents robust estimations for the effects of land cover on single-family housing prices in the Seattle, Washington area. Land cover metrics are calculated using satellite raster data for the region, with housing sales data obtained from local tax assessment rolls. The estimation of a hedonic price model is conducted using a reversible jump Markov chain Monte Carlo (MCMC) sampling algorithm. This approach to Bayesian model averaging simulates a search across model space, and represents a numerical approximation of the average of all possible models weighted by the likelihood that they are "true" according to the data. Although this has not been widely used in hedonic price modeling to date, these averaged models better express uncertainty about model selection within the estimation results, provide for more accurate out-of-sample estimations than single hedonic regression models alone, and present results that are

more robust for ranges of sample sizes. The results from these price estimates are examined in the context of existing open space policies in the Seattle area to evaluate the price effects associated with efforts to preserve green space. Preliminary results suggest that there is a small but notable marginal effect of green space on property values, which is not constant and tends to differ according to locational and submarket characteristics.

Drawn from dissertation proposal. Adviser: Paul Waddell
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QUESTIONING LAND PRESERVATION FOR AGRICULTURE IN MICHIGAN

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Winning public approval for farmland preservation programs in Michigan, as in other states, is not a difficult task, even though cropland acreage in the State has not changed appreciably for two generations. Beyond dubious forecasts of an impending crisis, advocates for preserving farmland have been successful because they have managed to narrowly associate farming with a host of seemingly social and economic goods—none of which are related to agriculture. The fundamental reasons for preserving land for agriculture—adequate food supplies, economic sustainability and soil protection—are commonly left unquestioned when promising talk of aesthetics, recreational opportunity, wildlife habitat, flood suppression and growth control overtakes the discourse.

Is it worth preserving land for agriculture in Michigan? When the distracting issues are put in context and separated away, there is little from a resource perspective to suggest this is so. As an ideological question, however, the right response is elusive. The exercise of searching for the answer, though, has value for restarting and illuminating the debate over agricultural land conservation. At the least, it provides stakeholders with a clearer picture of what their investment in farmland preservation is buying.

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HOUSING ASSOCIATIONS AND LAND USE DEVELOPMENT IN THE NETHERLANDS

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One third of the Dutch housing stock is owned by housing associations. This percentage has been even close to 40% several years ago. Since the abolition of social housing grants in the mid-nineties, Dutch housing associations have to finance the provision of social and affordable housing out of their revolving fund, or by providing market-rate housing. Their role as land developers, beside their traditional role as property manager, has grown. They acquire land actively and develop it for social housing, market-rate housing or a combination of both. In addition, they sell part of their stock, both to stimulate homeownership for their renters but also from an entrepreneurial perspective. With regard to the latter, motives like concentration of stock or leaving stock in the most deprived areas are included.

Hence, as a result of the institutional change housing associations have become hybrid organisations with societal goals, i.e. providing houses for the least-off in society, and business goals, i.e. sustaining or increasing the enterprise. The choices that housing associations make, with regard to hiving off stock, as well as between developing social and market-rate housing vary per location. It might be assumed that due to high property values housing associations demolish or sell their rented stock in city centres of big cities. There are examples of that. In shrinking regions they might choose to concentrate their stock around centres of services and sell off more peripheral stock. In general, it is expected that the shift from a pure social organisation to a 'social entrepreneur' is reflected in changes in the land use pattern of both the provided market-rate housing for sale, and additions to and withdrawals from the social rented housing stock.

The aim of this paper is to explore and to analyse the spatial consequences of the institutional change housing associations have gone through. It is therefore a longitudinal research. This paper reports on the progress of empirical research. The research is carried out by both qualitative and quantitative data. Data on the spatial distribution of housing production and transactions are used to analyse the image for the whole country, and through time. In addition the production of several housing associations is investigated in more depth, by carrying out interviews and analysing policy documents. This leads to a better understanding of how hybrid organisations like housing associations make trade-offs between their public and private goals and how that affects space.

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PREPARING PERSUASIVE PLANS THAT ENGAGE THE FUTURE— DOES MANDATING PLANS HELP?

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The planning argument explored in this paper is inspired by the collection of articles in *Engaging the Future* (Hopkins and Zapata, 2007). In that volume, the authors argue that plans need to articulate plausible alternative futures, and communicate the consequences of alternative scenarios and courses of action. They also suggest that the power of a plan is greatest when it contains a persuasive narrative storyline that propels citizens and elected officials to action. In other words, the more persuasive a plan, the more effective it is likely to be. In a country such as the U.S., where commitment to planning is often tenuous at best, and where the preparation of a plan is no assurance that it will be followed or adhered to, that seems a reasonable premise.

The central questions this paper examines are: What effect does mandating the preparation of comprehensive plans have on the persuasiveness and narrative quality of plans? Does requiring local governments to prepare comprehensive plans strengthen or weaken the narrative storyline quality of plans? In short, does requiring municipalities to prepare comprehensive plans improve the quality of plans? We explore these questions by analyzing a number of locally prepared comprehensive plans in Wisconsin and Tennessee, two of the latest states to have passed legislation mandating the preparation of comprehensive plans. Comprehensive plans prepared prior to mandated planning will also be examined and compared to more recently prepared plans. Finally, comprehensive plans prepared by municipalities in states where plans are not mandated (New York State and Massachusetts), and where state law does not specify the elements that must be included in a plan, will be examined and compared. In addition to the criteria set forth by Hopkins and Zapata, the assessment of plans will also make use of the "Criteria for Evaluating Plan Quality" in Berke, Godschalk, Kaiser and Rodriguez (2006, pp. 69-82) and Baer's "General Plan Evaluation Criteria" (JAPA 1997).

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IS LAND USE PLANNING STILL A USEFUL TOOL FOR URBAN POLICY? – LEARNING FROM URBAN DEVELOPMENTS AND MUNICIPAL PLANNING IN METROPOLITAN REGIONS, THE CASE OF THE LISBON METROPOLITAN AREA

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Land use planning has always been taught and practiced as an adequate instrument for regulating the urban development process while promoting a balanced use of public and private interests and resources. This balance is the outcome of public and private decisions on land, reflecting dynamics in land markets and the conditions for state regulation. State regulation is, however, a conflicting process, becoming increasingly problematic as territorial scales, state resources, fiscal capacity and political strategies are redefined worldwide, and imperatives for capital accumulation become more global, selective and discriminatory. Under these changing conditions, is land use planning still a useful tool for urban policy? The paper discusses the pertinent issues and challenges, illustrated with the development and planning of the Lisbon metropolitan area.

Thus, the first part sets up the debate looking into emergent problems in the articulation between policy goals and land use planning. These problems can be approached from diverse ways. Three aspects, which are interconnected, are considered worth stressing. The first one is associated with the feasibility of conventional systems of urban regulation and the adequate approaches for state intervention in the land market. The second aspect is associated with concerns on urbanisation patterns and related life modes (particularly in transport and mobility) with intensive energy uses and wider impacts on the ecology of territories. The third aspect refers to the fact that rights in land are a social creation and that planning main preoccupation is to guarantee the social function in land use decisions. This section concludes referring to recent policy initiatives and recommendations in Portugal and in the European Union, and to the analysis on the evaluation of how people use land, developed by Needham (2006). This author argues for an evaluation against three criteria, 'effectiveness in realizing democratically chosen goals', 'economic efficiency' and 'equity or distributional effects'. These three criteria are considered an adequate basis for assessing the articulation between policy goals and land use planning.

The second part looks into urban developments in the Lisbon Metropolitan Area considered to be paradigmatic of the debates and issues raised in the first part. The formation of the urbanised Lisbon metropolitan territory is explained using research material on urbanisation patterns and trends through different decades, and on the impact and contribution of the different land use plans implemented by its nineteen municipalities. The analysis evaluates developments in urban patterns and urban transformations in relation to, a) zoning regulations defined in the municipal master plans, b) transport infrastructure networks representing decisions and investments by regional and metropolitan state agents and institutions, and c) the consolidation of urban centres and urban concentrations contributing towards a polycentric urban network much sought by metropolitan and municipal planners and plans.

Based on lessons from looking into changing conditions for urban regulation in metropolitan regions in general, and in the Lisbon case study in particular, the paper will argue for the increasing importance of land use planning for guaranteeing the social role of land and the ecology of territories framed by adequate public policy initiatives.

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TRANSIT'S ROLE IN THE METRO DENSITY/HOUSING AFFORDABILITY RELATION: A NATIONAL APPRAISAL AND LESSONS LEARNED

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Cross-sectional econometric examination of the relationship between population density and housing affordability in 67 Census-defined Urbanized Areas including the 40 largest in 2000 indicates the ratio of median annualized gross rent to median household income is positively associated with population density. This ratio itself is inverse to affordability. Further the ratio of median annual household income to median home price is inverse to density. And the ratio of median annualized mortgage costs to median household income is directly associated with density. These findings suggest densification, promoted as an antidote to sprawl, carries a price in the form of diminished housing affordability. Whether this price is more than offset by the benefits of sprawl's constraint is of course a

fundamental question answerable only with resort to the political calculus. But if regions opt to densify what means are available to mitigate loss of affordability? Empirical evidence of the mediating role of transit under conditions of density in several associated politico-spatial scenarios is provided. But transit per se is a fractional remedy, made complete only through strategic TOD/corridor development encompassing multiple sets of tradeoffs seldom considered.

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DECONSTRUCTING THE COOPERATION CONUNDRUM: AN ANALYSIS OF COOPERATION AROUND LAND USE ISSUES IN MICHIGAN

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In the late 1980's, two Michigan cities, Grand Rapids and Wyoming, each constructed 40 mile water lines to Lake Michigan. Though these two cities are located just five miles apart within the same metro area, the two water lines run parallel to each other, and have never since operated at more than half their total capacity each. One local official in Michigan summarizes this kind of parochialism and lack of cooperation aptly: "local government officials in Michigan have acted as if the world were flat, and as if they'd fall off the end of the earth if they strayed beyond their city or township boundaries" (Jacobs 2004, p.497).

Several such examples of the absence of regionalism have emerged over the past century, exposing a system of land use planning in the United States characterized by fragmented decision making, pro-growth ideologies, and localism. This lack of regional land use planning is evident when one urban community extends its infrastructure alongside another rural community spurring growth in areas that should have been preserved for farming; when only one community enforces regulations to protect the water quality of a lake shared among three communities; when one community zones land for industrial use while the contiguous property in the adjacent community is zoned for residential use; and when one community attempts to incentivize compact development and open space preservation while the adjacent communities subsidize large scale subdivisions and commercial strip development.

Recent literature has shown that this philosophy of separatism has fuelled sprawling development patterns, fragmented natural resources, social, economic, racial, and territorial inequality at the regional scale (Rusk 1993; Lewis 1996; Porter 1997; Judd and

Swanstrom 1998). Further, there are compelling reasons to conclude that these development patterns are not sustainable environmentally, economically, or socially. As a result, scholars, legislators and policy makers have called for greater intergovernmental cooperation to remedy the negative and inequitable consequences of sprawl (Florida Governor's Task Force 1989; Innes 1993; Downs 1994; New Jersey Office of State Planning 1997; Porter 1997; Lowery 2000). In this paper, I evaluate how local decision makers make choices to cooperate or act alone, the calculus decision makers use to weigh their options, and the consequences of their choices, especially in terms of whether their decisions to cooperate on land use issues affect land use and development patterns on the ground.

This paper therefore has two aims: first, to document and analyze the factors that shape local decision makers' preferences to engage in regional land use cooperation; and second, to examine the outcomes of this regional cooperation. This paper will build on other empirical work on intergovernmental growth management (e.g., Burby and May 1997; Talen and Knaap 2003; Norton 2005). I will use Michigan as the institutional setting for examining the two aims. In Michigan, cooperation around land use activities is neither mandated nor incentivized adequately. Further, there are very limited state-sponsored and institutionalized channels for cooperation. This institutional context places Michigan at the center of debates on whether local cooperation around land use issues can evolve without state involvement (without state mandate or extensive state incentives). Michigan in this context is representative of most of the Great Lakes states and several other non-growth management states in the country.

I will use a combination of mail surveys of county planning departments, regional planning agencies and local decision makers; and in-depth case study interviews to evaluate the factors that affect cooperation around land use issues. I will use plan content analysis and GIS to evaluate the outcomes of this cooperation. For example, are communities that are cooperating, producing plans and other planning related documents that are of better quality than communities that are not cooperating? Are communities that are cooperating in a better position to manage growth and promote more sustainable development patterns than those communities that are not cooperating?

This paper is part of my dissertation work.

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EXCAVATING CONTRADICTIONS IN LAND DEVELOPMENT AND TRANSPORT POLICY: THE CASE OF JINAN, SHANDONG PROVINCE, PR CHINA
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Rapid motorization in China is changing travel patterns and altering land consumption and development patterns. In this paper, we report on a study being carried out in Jinan, Shandong Province, in which a team of Berkeley transportation/land use planners have partnered with Shandong University counterparts as well as municipal officials and consultants. The objective of the study is to develop a multi-modal project integrating BRT with supportive land development. In this paper, we bring to light a series of uncertainties and contradictions in planning and policy including: (1) lack of knowledge on patterns of non-motorized vehicle use, motor vehicle use, and transit modes; (2) the transportation effects of planned and unplanned multi-nucleation of the metropolitan region; and (3) the implications of growing auto ownership and use in the absence of concomitant investments in highway infrastructure. To address these issues the team has carried out a series of surveys, interviews, field observations and scenario tests. The paper reports on the findings of these investigations as well as the methodological approaches undertaken to elucidate the land development / land use issues.

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URBAN PLANNING AT THE STAGES OF THE METROPOLITANIZATION : ISSUES, ACTORS AND STRATEGIES IN MARSEILLES AND MONTREAL
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In an urban context marked by the phenomenon of metropolization and globalization, new issues appear and generate new forms of governance, which in turn aim at elaborating a new territorial strategy.

The similarities of the French and Québécois political agendas as for the implementation of metropolitan reforms are the basis of this research paper. The comparison herein evaluates up to what point these new Marseille and Montréal metropolitan approaches are really innovative, and allow for a contemplation of the evolution in the forms of urban planning.

The Marseille metropolitan network is characterized by the projet métropolitain (metropolitan project) approach, which fits in the now familiar strategic planning trend, whereas via its metropolitan institution, Montréal is working out a schéma métropolitain (The metropolitan land use and development plan), which appears closer to a so called "traditional approach".

Even if these two approaches seem extremely different, the two metropolitan areas face mainly similar obstacles. They indeed struggle in debating over the model of development to establish, in managing the redistributive aspects involved in metropolitan territorial planning or in the location and completion of large-scale metropolitan equipments, which are at the source of potential conflicts. The political-institutional profile resulting from the metropolitan reforms in Marseille and Montréal are extremely different but characterized by a common difficulty in creating a forum of discussion on a metropolitan scale capable of gathering the general public, private corporations and civil society stakeholders around a common strategy.

These two metropolises thus illustrate the reappearance of a practice of metropolitan planning which would be less spatially based than that developed during the nineteen-sixties, but nevertheless more strategic, if not yet completely collaborative.

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[441]

ANNEXATION AS A ROUTE TO MUNICIPAL EFFICIENCY?

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Annexation has been touted by local officials, academics and journalists as an answer to many central city ills. David Rusk achieved national attention for his work which recommends annexation as one means of reuniting cities and suburbs and thus creating fiscally healthier, and less racially and economically segregated, metropolitan areas. He calls on states to enact laws to improve local annexation authority (Rusk 2003).

His contemporary perspective echoes much of the early scholarly work in the tradition of the metropolitan reform movement that advocates city-county consolidation, other forms of regional government and annexation as approaches to promote greater efficiency and equity in local government. These scholars contend that annexation can improve efficiency by achieving economies of scale to reduce unit costs of government services and increase production efficiency.

This research focuses specifically on municipal efficiency through an examination of local government spending patterns as they are influenced by annexation. The fiscal effects of annexation are not well understood, nor are they well studied, yet annexation is the most common method for municipal expansion and over 28,000 annexations occurred during the 1990s alone, some with dramatic impacts on local governments. This research is intended to both fill a gap in the literature on the broad implications of annexation and inform a larger debate that has re-emerged involving the benefits of regionalism.

To answer the primary research question of how annexation influences local government spending patterns, we use a sample of over 900 cities containing at least 10,000 people that annexed during the decade of 1992-2002. Annexation data were provided by the Geography Division of the U.S Census Bureau through the Boundary and Annexation Survey (BAS), which is conducted annually. Additional data were collected from various other state and local sources.

Our empirical model estimates total expenditures and various categories of expenditure as a function of annexation variables and a series of demographic and socio-economic variables. The modeling is unique in that we use a spatial lag model to account for the fact that spending in one particular municipality is also a function of spending in neighboring municipalities. This type of modeling has not been used in previous studies of annexation as it affects municipal spending. It challenges this previous research for neglecting a significant dynamic in local government spending behavior.

Our results show that land annexation may ease the fiscal stress of communities. One square mile increase in land area reduces the total expenditure per capita by 22.4 cents. It drops down to 20.9 cents when we control for the spatial dependence effects. Annexation also results in increased fiscal efficiencies in the provision of police and fire services. However, it does not have significant impact on waste, highway and library services.

Planners are often immersed in the controversy that emerges over annexation. A large annexation may permanently change a city from a small place to a major city, and even a small annexation may have dramatic implications. It is important for planners to understand the broad consequences of annexation on their local fiscs.

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MANAGING UNDERUSED LAND AND DIRECTING REDEVELOPMENT IN POST-KATRINA NEW ORLEANS

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When hurricanes Katrina and Rita hit New Orleans in August and September of 2005, they greatly exacerbated a situation that New Orleans had been facing. The hurricanes and the subsequent flooding significantly increased the number of vacant, derelict and underused properties throughout the city. Because the city lost population rapidly, it has had to respond quickly, and New Orleans offers an opportunity to examine how land policies can restructure urban areas. How do cities manage underutilized land during periods of population loss whether they are sustained or temporary? However, this also raises other questions. How should cities approach high numbers of vacant and abandoned properties? And, what effects do city policies have?

This paper uses New Orleans as a window to discuss the complex issues that arise with restructuring the urban fabric in areas that lose population. A sixth of cities world wide are shrinking, and many cities nationally and globally find themselves with declining populations and growing numbers of underutilized parcels. Some authors have suggested that planning to shrink strategically can ultimately create more livable cities for remaining residents (Popper and Popper, 2002; Rybczynski, 1995), while others contend that cities fortunes change and cities do not benefit from planning for their decline (Shiffman 2005/2006). What tradeoffs do cities make when they choose one policy approach or another? We engage this discussion by exploring a normative question—what should cities do?—by considering who different policies serve and the distribution of relative benefits by neighborhood and social group.

We also examine what cities can do by exploring the effects of two programs in New Orleans. The city designated 17 “target areas” where redevelopment funding and other technical services will be directed. The city also has adopted a plan to dispose of properties acquired by the State of Louisiana through the Road Home housing recovery program. Drawing on a framework that outlines the tensions among three public purposes—equity, efficiency and environmental improvement—we examine these tools. The effects of the approaches will not be fully understood for years. In this preliminary analysis, we examine the funding sources, available technical services, and property disposal programs to determine how resources are being directed citywide. We also explore how the policies address maintenance, land consolidation, growth stimulation, and nuisance abatement. Finally, we consider the implicit assumptions about the city’s future urban fabric by examining what areas of the city and land uses receive focused attention, and how responsibility and resources are granted to different actors such as neighborhood residents, city agencies, existing property owners, and for profit and non profit developers.

New Orleans offers a unique opportunity to compare the effects of programs devised to address underused land. This paper contributes conceptually to the discussion about vacant land policies by examining trade-offs among different public purposes and the tensions between planning for growth or managing shrinkage. It also contributes to an understanding about the effects of redevelopment and vacant land policies.

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METROPOLITAN GOVERNMENT AND GOVERNANCE IN THE DUTCH RANDSTAD: NEW PERSPECTIVES AND LESSONS FROM ABROAD

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The debate over the status of the Dutch Randstad – the urbanized area comprising Amsterdam, Rotterdam, the Hague and Utrecht – has raged for decades and shows little sign of ceasing. Once hailed as one of the six 'World Cities' (Hall 1966) the Randstad is today spatially, institutionally and functionally fragmented. This fragmentation has been blamed for hampering effective regional decision-making and has given rise to numerous calls for a Randstad-level metropolitan administration (e.g. Holland Acht 2005; Commissie Versterking Randstad 2007). Proponents argue that this would help the Randstad coordinate efforts in public transportation and the protection of open space. Moreover, a Randstad government would allegedly improve coherence at the metropolitan level, allowing for enhanced economies of scale and providing a competitive advantage in the global marketplace (Lambrechts 2006; Zonneveld 2007). So far this discussion has unfortunately taken little regard of experiences with metropolitan governance and reform in similar regions.

In order to address this deficiency, four regions were selected to shed light on the Randstad debate: the San Francisco Bay Area, the Flemish Diamond (Belgium), London and the Ruhr area in Germany (de Vries and Evers 2008). With the exception of London, all are polycentric and struggle with the same issue of metropolitanization. London was selected because it has experienced the creation, abolition and reinstatement of a metropolitan government. The main issues being debated in the Dutch context were then addressed in the

foreign context, namely, metropolitanization and administrative reform, regional public transportation and open space.

The comparison produced a number of interesting insights. First and foremost, the Randstad is far from unique in terms of its fragmentation: this seems endemic to large metropolitan regions in general. In terms of the difficulties in implementing institutional reform, the Randstad is also no exception (Rusk 1999; Stephens and Wikstrom 2000). From this, the conclusion may be drawn that metropolitan government may not be the best way to address fragmentation. New (regional) administrations can and do solve some coordination problems, but create others. This was found to be the case in both Belgium and London. Drawing from the foreign examples, if the Dutch were to create a Randstad government, this would potentially improve cohesion between cities inside its borders, but strain relations with cities outside. The fact that there is no historical precedent, cultural identity or even clear borders at this level of scale, serves to complicate matters further.

The analysis also revealed that a number of topics are conspicuously absent in the Randstad debate. Regarding metropolitanization, it is largely assumed that synergy will arise if cities function complementary to one another (as opposed to in competition). In the other regions, and indeed also in the Randstad, an opposite tendency – concentration of functions in a single city – seems to be occurring. In the Dutch context it is considered politically incorrect to argue that Amsterdam, and not the Randstad, has the best chances for metropolitanization, even though empirical evidence seems to suggest this. Secondly, regarding regional public transit, the case studies revealed that success is not only a matter of public administration, but also depends on the organization of the sector itself. In the Bay Area competing transit companies have frustrated efforts at regional coordination and rational infrastructure provision, while the privatization of rail in the UK had adverse effects for planning. Finally with respect to open space, it was found that the Green Heart of the Randstad, while traditionally identifying itself with London's Green Belt, has lower levels of political and institutional support than its British counterpart. In this respect, the Dutch case may have more in common with Belgium and the United States.

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PLANNING AND DENSITY PATTERNS IN THE FOUR LARGEST CANADIAN METROPOLITAN REGIONS: CONTINENTAL TRENDS AND REGIONAL SPECIFICITY

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As demonstrated by the research work of Ewing, Pendall and Chen (2002), much of the attention of the Smart Growth movement centers on urban intensification. While density cannot on its own bring about all the urban changes called for by Smart Growth advocates, it is an important condition to the achievement of these changes (Downs, 2005). The presentation examines the circumstances required for planning policies to achieve intensification objectives. It follows the evolution of residential densities of the metropolitan regions of Toronto, Montreal, Vancouver and Ottawa between 1971 and 2006, and provides metropolitan-wide as well as zonal (core, inner city, inner suburban and outer suburban) measurements. It also relies on negative exponential models to compare the evolution over this period of the density gradients of the four metropolitan regions. Although findings point to a degree of convergence between the four regions, a function of continent-wide post-World-War-Two automobile oriented urban development, documented among others by Kay (1997) and Kunstler (1993), they also indicate important differences in metropolitan-wide and zonal tendencies. For example, at the metropolitan scale, the density of Vancouver has risen by 25 percent while that of Montreal has fallen by 33 percent over the 1971-2006 period. Planning instruments variously used by the four metropolitan regions to achieve intensification include: rural zoning, greenbelts, nodal patterns of development, public transit-land use coordination, and various forms of higher density neighborhoods. The presentation discusses the impact of these planning measures relative to that of historical, geographic, demographic, and socio-economic factors. It concludes that planning instruments on their own are generally incapable of achieving desired intensification objectives. Not only does the achievement of these objectives require adequate institutional and financial resources, but it also relies on consistency between adopted policies and the other factors influencing metropolitan development.

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DENSITY AND TRAFFIC: CONNECTING THE DOTS

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Increasing the density is one of the basic tenets of the smart growth paradigm. Denser development is expected to decrease the number of vehicle miles traveled and support a wider distribution of mode choices. However, much of the smart growth literature is based on antidotal evidence and assumptions (Ewing, 1997; Calthorpe, 1999; Duany and Plater-Zyberk, 1999). More recently, a number of studies have undertaken rigorous quantitative investigations of the relationship between density and travel. For example, Cervero and Duncan (2006) have shown that placing housing near jobs does more to reduce VMT than mixing housing and retail uses. At a much larger scale Cameron, Kenworthy and Lyons (2003) have developed

a model that predicts aggregate amount of travel within a metropolitan area based on its population and land area.

This paper seeks to fill in the middle ground by improving our understanding the relationship between density and the volume of local traffic. This work builds on our previous cross sectional analysis of block size and housing density (French and Scoppa, 2007) to explore the relationship between density and traffic volume at a detailed scale. In this paper we will focus on a single metropolitan area and combine our detailed density database with fine-grained traffic volume data. We understand that local land use and density are not the sole determinants of local traffic volume, but we hope to begin understand how these two clearly related variables vary and interact within the larger metropolitan area.

This paper will focus on the Atlanta metropolitan area, where we have block level data for more than 44,000 blocks. Two primary metrics of density will be used: block level housing density, derived from the 2000 Census of Population and Housing and the square footage of non-residential uses derived from county tax assessors databases and aggregated to the block level. We will also explore several methods for combining residential and nonresidential measures into an overall measure of development density. Traffic volume will be measured using traffic count data from 6327 points on the road network of the Atlanta metropolitan region. The two data sets will be integrated into a common GIS framework for analysis.

We first calculate the one-way distributions of both the density and traffic volume measures and analyze how these measures vary with distance from the center of the region. We will analyze the spatial distribution of traffic volumes. For each traffic count point we define a surrounding zone (e.g. 1-mile radius) and identify all other data points that lie in that zone. We measure the range of traffic volumes within this zone to determine the degree of differentiation within the zone. This range is then assigned to each data point in addition to its original traffic volume. We then look for spatial correlations between the traffic data and surrounding densities.

We will develop a series of regression equations that relate traffic volumes to residential and non-residential density. We will explore the strength of this relationship at several spatial scales. First, we will first estimate the relationship of traffic volume to the densities of immediately adjacent blocks. We will expand the size of the area associated with each traffic count location incrementally until all blocks with the metro area are assigned to their nearest traffic count location. Comparison of these models of varying granularity should give us a better sense of the scale at which the density-traffic volume relationship operates.

We believe that a better understanding of density at the metropolitan scale and how it affects traffic volumes is a necessary foundation for planners to create more sustainable and efficient land use patterns.

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[446] **IMAGINING COMMUNITY: USING SPI IN DEVELOPMENT PLANNING**

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A fundamental problem of most public infrastructure planning and design projects is how to usefully and efficiently engage the public in the appropriate aspects of the process. Well-meaning but lengthy meeting processes exclude citizens with limited time budgets, while rapid, short processes limit the quality and quantity of overall public input and reduce its usefulness to professionals. In both cases, as well, various subsets of the public can legitimately claim process injustices and challenge planning and design outcomes. As the questions become more complex, the challenges to effective public involvement multiply, and professionals are caught in a choice among bad solutions. The authors detail and demonstrate a protocol that combines the use of innovative dialogic techniques, technological tools for representation and feedback, and quantitative tools for capturing and modeling public responses. CommunityViz® was used as the visualization tool to help residents better understand the differences between potential land development patterns, an audience response system was used to gather their preferences in real time, and Fuzzy Knowledge Builder® was used post process to model the complex interplay of development pattern properties that were most preferred and least preferred by citizens. The development patterns varied by percent mixture of housing types, percent mixture of land use types, percent given over to green space, the ratio of sidewalk to total paved area, and the connectivity of the road network. These five parameters were chosen as the most useful and fundamental measures of differences between development patterns, and citizens' preferences were derived based on them. Public input for this town was successfully gathered and modeled and the resulting preference patterns made available to city planners for use in updating their comprehensive plan. This protocol is notable in that it exhibits high process transparency and public satisfaction with the process. Criteria for evaluating various public involvement protocols are discussed and used to critique the protocol demonstrated.

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[447]

ARE LOCAL AUTHORITIES PLANNING FOR HOUSING SUSTAINABILITY AND AFFORDABILITY? A SURVEY OF LAND USE REGULATIONS ACROSS 100 AUSTRALIAN CITIES AND TOWNS

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Local authorities are increasingly expected to achieve affordable housing goals alongside sustainability requirements. But many claim such goals are contradictory, arguing that planning regulation itself is inconsistent with housing affordability, particularly requirements for sustainable design and urban growth management which are thought to increase the costs of construction and limit new residential land supply (Beer et al. 2007). Such claims are difficult to assess without a reliable method for measuring planning constraint (White and Allmendinger 2003), or to quantify and compare the ways in which local authorities interpret state and regional planning policy requirements and objectives within their local plans (Lewis and Neiman 2000).

This paper addresses these problems with reference to initial research involving over 100 local authorities across urban and rural Australia. An online survey sought to quantify current practice in sustainable housing design (density, transit orientation, energy efficiency); housing diversity (range of housing types permitted); and affordability (affordable housing creation and protection). The data set will ultimately extend to all Australian planning jurisdictions and be repeated on a biannual basis to construct a searchable policy database (the 'Australian Urban Land Use Planning Policy Monitor'; <http://ppm.arch.usyd.edu.au>). Findings presented here show Australian local authorities plan more for sustainability than affordable housing. However, authorities with affordability provisions also tend to a stronger set of sustainability requirements. This suggests progressive local authorities try to resolve apparent tensions between sustainability and housing affordability through planning regulation. Empirical research will evaluate the impacts of these attempts on the ground.

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POSTER: URBAN SPRAWL IN ESTONIA (EU)

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The republic of Estonia was an independent state 1918-1940. In 1940 the Soviet Union occupied Estonia and stayed here for half a century. In 1991 Estonia was again declared and recognised as an independent state. The Soviet occupation suppressed the free development of society. The land use policy and governance was based on totalitarian planning scheme. Spatial development was determined by secret (NB!) land use plans produced in large state owned architectural designing companies.

After the end of the Soviet occupation the free market economy and democratic planning principles were introduced in Estonia. After initial economic decline the society started to gain wealth and people and companies were able to start investing in development of real estate. The 50 years lag had to be retaken. A large amount of investments has been put into reconstructing the existing buildings in town centres and in suburbs. At the same time there have been constructed new houses both in towns and in the countryside. A number of research projects indicate that the process of urban sprawl has reached Estonia.

In the western countries the urban sprawl started seriously after WWII. Especially in the US the suburban areas serve as an important mode of residence. The development of suburban housing has caused a number of problems both for the natural environment, the agriculture and the infrastructural networks (transport, water supply, sewerage, electric supply, heating).

This poster is supposed to clarify the tendencies of urban sprawl in Estonia. The overview of the land use change around larger centres of Estonia – Tallinn, Tartu and Pärnu – is given. Some most noticeable outcomes of the rapid suburbanisation regarding transport and traffic congestion are presented. Results of polls on the reasons stated by new suburban citizens are produced as well. The tendencies in Estonia are compared to the development in western countries. From western experience we may draw conclusions on the probable future development of suburban land use in Estonia.

The topic of my thesis is about how to react to the changes in the land use around larger towns. For the first the reasons for people wanting to move near town border has to be researched upon. Is the suburbanisation connected to the ill conditions in towns, pleasurable environment in the countryside or some general social and cultural need for private space? If the last would be the case, all economic and financial measures could turn out futile. Instead the question has to be posed as "is it necessary to fight urban sprawl?". After locating the driving forces the next step would be to find the best methods to influence people's behaviour in more preferable direction. Instead of a single action a whole complex of measures most probably has to be implemented.

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PLANNING FOR INDUSTRY IN THE POST INDUSTRIAL WORLD

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This study introduces a methodology for determining the appropriate amount of industrial land for a suburb of a large U.S. city. We will present a methodology for identifying the districts where there is no demand for industrially zoned land; where there are conflicts between industrial users and competing land users such as residential, office, and retail space; and where industrial uses are healthy and growing. Using the case of Prince George's County, Maryland, we apply theories from the real estate and urban economics fields to develop this methodology and use data from the County Businesses Patterns, U.S. Census, ES202 data, and Co-Star data to apply it to Prince George's County.

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THE POLITICS OF SPRAWL: DENSITY, ZONING AND THE 2006 VIRGINIA ELECTION

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The connections between metropolitan form and politics have garnered a substantial amount of attention in recent years. In the 2004 United States presidential election the media reported extensively about the Republican candidate making appeals to voters in exurban areas while the Democratic candidate concentrated his efforts in urban locales. There is a burgeoning collection of literature that explores the relationship between population density and voting patterns. This paper expands on that research by examining the influence of municipal land use regulations, most commonly expressed as zoning, on population densities and voting patterns. The 2006 senate race in Virginia, closely contested by the Republican George Allen and the Democrat Jim Webb, is the focus of analysis. This research finds a strong relationship between population density and voting patterns in the 2006 Virginia senate election; the higher the population density for a jurisdiction the more likely people in that jurisdiction voted for the Democratic candidate.

Additionally, this paper argues that zoning and other municipal land use regulations artificially limit population densities to levels below what the market would support in the absence of such land use regulations. Metropolitan form is therefore a result of individual

choices and preferences within a highly constrained market. The restrictive land use regulations are especially apparent in Fairfax County, Virginia, one of the wealthiest counties in the United States, where almost half of the land is zoned for a maximum residential density of two houses per acre. This paper concludes that land use regulations have constrained population densities in Fairfax County and therefore have effectively made the county less Democratic than it would be if it employed less restrictive regulations. Some of these Democratic voters who are “zoned out” of Fairfax County move to other jurisdictions in Virginia but they move to Maryland and Washington, D.C. as well. Local political disputes over rezoning cases underscore the political dimensions inherent in land use policy decisions. In the urban planning literature there is much discussion of people “voting with their feet,” however, zoning and other land use regulations constrain people being able to vote with their feet and therefore directly affect where people vote in elections.

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ROUNDTABLE - STATE GROWTH MANAGEMENT EVALUATION

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Over the last several years, considerable research has focused on evaluating state growth management programs – in both content and results. Studies, however, have typically been either statistical with little institutional context or institutional with little quantitative analysis. Comparisons rarely include states without growth management programs nor do they typically include more than a few states.

A collaborative research project initiated in Fall 2006 and sponsored by the Lincoln Institute of Land Policy began evaluating the impacts of state growth management programs. Evaluating change across six themes in eight states, the integrated evaluation of state growth management programs incorporates both quantitative analysis and case studies. The six themes include development patterns, environmental quality, transportation, affordable housing, fiscal impact, and planning processes. The eight state case studies include

four states with state growth management programs: Florida, Maryland, New Jersey and Oregon; and four states without state growth management programs: Colorado, Indiana, Texas and Virginia.

Our preliminary findings to date support two important conclusions: 1) The growth management programs in individual states have been most effective in those areas or themes that have been given highest priority in the state’s own program; and 2) No single state has been successful across all indicators or themes.

This study’s results will be summarized in a book to be published by the Lincoln Institute in winter of 2009. In the summer of 2008, we propose to present preliminary results at a Roundtable Discussion at the Joint Congress of ACSP-AESOP.

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AN ALTERNATIVE PERSPECTIVE ON U.S. – EUROPEAN PROPERTY RIGHTS AND LAND USE PLANNING: DIFFERENCES WITHOUT ANY SUBSTANCE

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A common and longstanding story in the planning literature sees the U.S. approach to land use planning and management as significantly different (even unique) in the context of other developed countries (see, for example, Delafons 1969, Cullingworth 1993, Alterman 1997). Reflecting U.S. history and culture, and this in turn reflected in U.S. law, the U.S. approach is seen as less dependent on expert management, and more protective of social values of individualism and local control, and centering around the necessary integrity of private property vis a vis the role of the state as representative of the greater good (the public interest) (Alterman 1997, Ely 1992, Hamin 2002).

A challenge to this common conceptualization is offered in the context of current policy initiatives in Europe (primarily) and globally (secondarily).

Two principal arguments are made: 1) that the systems of private property and land use planning in the U.S. and Europe have, functionally and traditionally, not been as disparate as has been

commonly depicted (Jacobs 2008b), and 2) that changing institutional and legal conditions in the U.S. and Europe are bringing the two places increasingly together (to the extent they have ever been apart) (Jacobs 2008a). This tendency for convergence is reinforced by global property rights initiatives which explicitly seek to build on the (ideal) U.S. model (DeSoto 2000, Deininger 2003).

The paper uses a combination of historical, institutional and legal analyses, reinforced by case studies drawn from the author's current research activities.

A body of literature is reinforced that suggests that European and American planning scholars and practitioners have a great deal to learn from each other. This paper's argument, however, is that the basis for this mutual learning is that what have been depicted as apparent differences are increasingly differences without substance.

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TOWARD COMPACT DEVELOPMENT? THE LIMITATIONS OF CONTEMPORARY STATE-LEVEL GROWTH MANAGEMENT IN THE U.S.

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Recent trends in urban philosophy – sustainability, new urbanism, smart growth, etc. – suggest that increasing urban densities may be a desirable state. One approach to increasing densities has been the implementation of statewide growth management policies and in the U.S. to date, more than 10 state governments actively engage in growth management efforts (Weitz, 1999). The effectiveness of these policies in achieving expected outcomes, especially in terms of compact development, has been well documented (Nelson, 1999; Carruthers, 2002; Anthony, 2004). But previous studies have

typically focused on the question – 'Are growth management states becoming more compact relative to non-growth management states?'. The answer has been – yes they are. Although both growth management and non-growth management states are experiencing decreasing densities, growth management states are decreasing at a slower rate. What these studies have failed to answer, however, is 'how?'.

This paper attempts to analyze the questions – 'how are growth management states achieving compact development?' and 'is the current path toward achievement biased or desirable?'. We do this by comparing detailed urban profile data (from the 2005 American Community Survey Public Use Microdata Samples) for new (2000–2005) residential development in two growth management states with two comparable non-growth management states. The growth management states – Maryland and Washington – were ranked 3rd and 5th respectively in the Sierra Club's 1999 report that evaluated land use planning by state. The two comparable laissez-faire states – Michigan and North Carolina – are of similar size in terms of population and economic output to our control group but were considered less proactive and were ranked 49th and 47th of the 50 states in the Sierra Club report.

We find, consistent with other studies, that the growth management states succeed in decelerating the rate of density decline by moderating the pace of new housing construction and by reducing vacancy rates. They fail, however, to dampen a sharply rising share of 4 or more bedroom single-family, detached, housing units in the states and to slow increasing vehicle miles traveled statistics – an indication of continued edge development. These findings might suggest that growth management states are on a 'biased path' in achieving more compact development that could have affordable housing implications. We conclude the paper by emphasizing the need for more rigorous analysis and for continued growth management policy reform. We also consider other, less 'biased path' approaches for achieving compact urban developments.

Note: The presenting author is a Ph.D. candidate under the supervision of Geoffrey J. D. Hewings (hewings@uiuc.edu). This paper is drawn from a completed research, which is indirectly related to the author's dissertation.

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IMPORTANT AGRICULTURAL LANDS IN HAWAII: MAPPING AND MODELING POLICY CHOICES

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This paper reports on a study conducted for the State of Hawaii Land Use Commission on important agricultural lands. The topic of agricultural and rural land use is one of national interest (Brown, et. al. 2005, American Farmland Trust, 2008). After briefly describing the nature of land use control in Hawaii (Juvik and Juvik, 1998) and the unique involvement of the state government (Callies, 1984), some recent legislation designed to protect agricultural lands is reviewed. Based on an interpretation of this legislation, a system for mapping lands meeting eight different criteria was developed. The approach is compared to other systems for managing and mapping spatial data (Mowrer and Congalton, 2000). Sources of data are reviewed as our concerns such as quality, accuracy, coverage, and other aspects of the data are described. A scoring system for rating eligible lands was developed. Some of the criteria are straight-forward in terms of measurement such as whether or not the lands are currently in agricultural production or have access to sufficient water for irrigation. Others such as consistency with county and community plans are more subject to interpretation. The challenges of identifying and mapping important agricultural lands include not just technical considerations, but also issues related to ownership, parcel size, adjacency to urban and developed areas and other concerns. At the same time, patterns of urban growth and suburban sprawl suggest that without more concerted efforts to identify and preserve agricultural lands, prime locations for agriculture where there is adequate water and infrastructure are likely to be converted to urban uses. An urban growth model showing where development in the absence of agricultural land conservation is used to illustrate the benefits of planning and land use control. These issues are related to larger concerns including sustainable development, biofuels, and resiliency from external shocks and natural disasters.

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LAND OWNERSHIP AND GOVERNANCE IN A LARGE SCALE URBAN DEVELOPMENT PROJECT IN HELSINKI
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The paper presents a part of a doctoral thesis and a case study of a major urban development and regeneration project in Arabianranta, an inner-city district of Helsinki, Capital of Finland. The study investigates land-ownership, governance arrangements, decision-making mechanisms and public-private partnerships in the planning process of the Arabianranta project.

The paper focuses on City of Helsinki's land-use policy, planning practices and distinct local landownership patterns of the project. The

currently ongoing Arabianranta project is the first in the series of major development projects transforming several old harbor and brownfields areas in prime locations around the Helsinki peninsula on which city center is located into new types of mixed-use neighborhoods. Developing of these new city districts is based on various public-private partnership arrangements in which the city, as major landowner and the planning authority, acts as developer in cooperation with a number of private sector actors. Special nature of the case is best demonstrated by the fact that in Finland the municipalities and cities hold legal monopoly of all planning, zoning and regulation of land use within their borders.

In addition to mapping and presenting the land ownership patterns and their effects on the planning of the Arabianranta project, the paper analyzes and discusses the specific mode of urban governance emerging through the actions of the city and other actors and partners of the project. While the types of public-private partnerships used in the project and the local land ownership patterns have effected the planning and property development in Arabianranta, the paper argues that this has also caused a thorough transformation in the City of Helsinki's urban policy, which also appear to contradict the city's previous urban planning principles and practices.

The theoretical framework used in the paper is formulated by drawing from Fainstein's (2001) work on the real estate and property development, and the urban governance debate based on Le Galés (2002) as well as by using the concept of European City as presented by Haila & Häusserman (2005). The case study data used in the paper was collected during 2007-8 as a part of author's doctoral dissertation project.

Please note: the paper proposed is drawn from an almost completed doctoral dissertation, which is supervised by Professor of Urban Studies Anne Haila (anne.haila@helsinki.fi), University of Helsinki.

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METROPOLITAN VISIONING EFFORTS IN THE WESTERN US: REVIEW AND PROSPECTS
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Numerous large metropolitan area in the western U.S. (Portland, Los Angeles, Sacramento, Salt Lake City, San Diego, San Francisco, and Seattle) have undertaken regional or metropolitan visioning efforts over the past decade. Drawing on the plans themselves, this paper will review the regional and local circumstances that gave impetus to these efforts; the conduct of these efforts; differences and similarities between metropolitan areas in how and why these planning efforts were undertaken; and whether and how these efforts have fundamentally altered the course of urban development in their respective regions. Selective details of each of the seven planning efforts, above, will be presented and compared. Comparative lessons will be offered regarding the design and conduct of metropolitan planning processes, how these plans can be made more effective, and the importance of supporting metropolitan implementation bodies.

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MANAGING GROWTH WITH PRIORITY FUNDING AREAS: PROMISE, POLITICS AND PERFORMANCE

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In 1997 the Maryland General Assembly passed the Growth and Neighborhood Conservation initiative—otherwise known as smart growth. Almost immediately, the state gained national recognition and praise. By creating a system whereby the state would concentrate spending on growth-related projects in urban areas, and in other ways use economic incentives to contain urban growth, it seemed the state had found a way to promote smarter growth without usurping local land use control. It has now been ten years since the smart growth legislation was passed but to date there have been very few analyses of the extent to which Maryland's acclaimed program actually works.

In this paper we examine in some detail what is perhaps the centerpiece of Maryland's approach to growth management: Priority Funding Areas (PFAs.) These are areas designated by local governments, with input from the state, that serve as targets for spending by state government agencies. PFAs have been the subject of much criticism and praise, but there has been little written that addresses the characteristic features of the instrument, its history of implementation, and its effects on urban development.

In our study, we first describe the statutory definition and role of PFAs in state programs and projects. Then, we describe the process by which PFAs were created, the resulting pattern of designated growth areas, the relationship between PFAs and local comprehensive plans, the extent to which PFAs altered state spending, and employ a t-test of means to study the effects of PFAs on residential development patterns. We conclude by identifying the weaknesses in the PFA approach and offer suggestions for reform.

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GROWTH MANAGEMENT EVALUATION USING DMSP-OLS NIGHTTIME LIGHTS

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Growth management programs have been implemented in a number of U.S. states with intention to manage the rate and quality of urban expansion while preserving environmentally sensitive areas. Strength of programs and policies vary among states. Although infrequent, there have been few research studies examining the effectiveness of such policies. While some studies concluded that programs were ineffective in curbing urban expansion, others believed that effectiveness depends on the strength and enforcement of state controls. In our study, we develop a regression model which measures the efficacy of state growth management programs in reducing the rate of urban expansion by using a nighttime satellite imagery to track the change in urban lands between 1992 and 2003. Nighttime satellite imagery time series (The Global DMSP-OLS Nighttime Lights Time Series 1992 - 2003 Version 2) is a novel dataset processed by NOAA's National Geophysical Data Center using Defense Meteorological Satellite Program and represents the change in nighttime lights between 1992 and 2003. Urban areas are delineated by imposing a threshold on the lights' intensity and frequency. In contrast to measuring urban growth using administrative boundaries, nighttime lights have been acknowledged for depicting actual human encroachment. Policy variables used in the regression analysis include attributes of state land use policies compiled by the American Planning Association for the Institute for Business and Home Safety. This data set ranks states land use policies across 9 dimensions coded as discrete rankings or binary variables. Model also controls for other growth determinants, such as gross state product and infrastructure investments. The regression analysis reveals that strength of state controls indeed impacts the rate of growth of urban footprint. Providing guidelines for development of state plans also showed some significance.

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EXPLAINING THE ADOPTION OF TRANSFERABLE DEVELOPMENT RIGHTS PROGRAMS IN FLORIDA

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The objective of this research is to determine the conditions under which TDR (transferable development rights) programs are enacted. In a typical TDR program, development rights may be separated from sending areas designated for limited density and transferred to receiving areas targeted for growth. Nearly all assessments of TDR focus on program performance issues such as the number of rights transferred or acres preserved. The existing research provides insufficient evidence to conceptualize the reasons local governments adopt TDR.

I will first present a logit model which predicts the likelihood of TDR program adoption. I will draw on the literature on local growth policy, which suggests a number of reasons for local adoption of growth management programs. Landis (1992) and other researchers offer several indicators for local growth management program adoption rationales including education, income, real estate market conditions, and local political context.

Although the literature on TDR focuses on program evaluation, it does suggest that adoption may relate to factors such as the unique character of local resource lands, or a local culture with a deep commitment to protecting farmland or open space (Machemer and Kaplowitz 2002).

Second, I will present the results of the model using data from Florida counties. This will compare the predictions to actual TDR program adoption among counties in Florida. Unlike well-known programs in Montgomery County, Maryland or the Pinelands, New Jersey, there is little available research on Florida's TDR initiatives.

I will explain how the Florida state context influences local government adoption of TDR and will describe how my results may be generalizable to other states and local governments.

This research is drawn from an approved dissertation proposal. It represents one part of my dissertation research, which assesses TDR program adoption, design, and performance among Florida counties.

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PLANNING CAPACITY: MEASURES AND IMPLICATIONS

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Planning capacity refers to the amount of professional and budgetary resources that are available to a government entity to carry out the planning process, and the degree of sophistication with which the process is carried out. It is an important variable in understanding plan quality and implementation (Filion et al., 2004, p. 57), yet it is rarely defined or measured, and its effects are little known. There is some evidence that an increase in resources directed toward planning, either in the form of budget, training, or staff, indicates a higher level of commitment to planning as a community function (Hanna, 2005). In this paper, I test the hypothesis that conformance with master plan goals and future land use maps increases with planning capacity.

To test this hypothesis, I first develop a three-part measure of planning capacity to create a unified score, and then apply it to the townships in the seven-county Southeast Michigan Council of Governments region. Townships are county subdivisions, and are classified as unincorporated areas. They are empowered to do their own planning and zoning, and vary significantly in terms of population size and planning resources. I then explore the effects of planning capacity qualitatively through four case studies, two in high planning capacity townships and two in low planning capacity townships.

I find that there are at least three types of planning capacity: fiscal, professional, and constituent. I also find that low capacity townships have less sophisticated plans and less innovative ordinances. Their rates of plan implementation are lower, and they are less assertive in negotiating with developers. These results have clear policy implications, as increasing their access to planning resources could enable these townships (which tend on average to be faster-growing areas) to engage in planning practice that could improve quality of life for residents, preserve agriculture and open space, and make efficient use of limited infrastructure resources. Sound planning practices could spread from one low-capacity community to another, much as current techniques like uniform large-lot zoning do today (Yin & Sun, 2007).

Key Data Sources

- Telephone survey
- Michigan State Tax Commission township millage data, courtesy of the Center for Local, State, and Urban Policy, University of Michigan
- US Census
- Township master plans and ordinances
- Interviews with planners and planning officials

This paper is expanded from a section of my almost-completed dissertation. My advisor is Scott Campbell and his email is sdcamp@umich.edu.

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EDGELESS VILLAGES: URBAN SPRAWL AND ENGLISH RURAL SETTLEMENTS

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Whilst great attention is lavished upon the sprawling suburbs of large cities the world over by academics and policymakers, their rural counterparts remain largely overlooked. Where the edges of cities grew outwards to encompass smaller settlements, now these settlements grew outwards to meet each other. Many of England's villages are now suffering from the same fate as their large metropolitan neighbours as mini residential suburbs and big box developments are constructed at their edges with little investment in social or economic infrastructure on their traditional high streets.

Although they have been the preferred development location, supply of logistically and financially viable brown field sites is dwindling and developers are turning to rural locations to meet national government projections. Housing makes up the bulk of development applications on agricultural land adjacent to existing settlements. To meet the estimated demand for housing, England is estimated to require the construction of 200,000 new homes each year for the next twenty years (Joseph Rowntree Foundation, 2002).

Using national policy documents, land value and development application data and a series of interviews with key stakeholders this paper will explore these changes in policy and their impacts on the Leicestershire village of Castle Donington. At present is subject to three proposed housing developments and a distribution warehouse scheme offering 2.6 million square feet over the 240 acre site whilst the greengrocers, butchers and hardware stores have been replaced by real estate agents and mortgage brokers. The paper advocates for a review of current policy to address the specific issues faced by non-urban development and loss of agricultural and green belt land.

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DO SMART GROWTH PROGRAMS INCREASE HOUSING CHOICE? EVIDENCE FROM MARYLAND'S PRIORITY FUNDING AREAS

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This paper addresses the impact of Maryland's Priority Funding Act (PFA) on multifamily housing provision. First, an interstate analysis between Maryland and neighboring states is conducted at the county level to determine if the distribution of housing types in the state of Maryland grew differently than adjacent states over the 1990-2004 time period. Second, an intrastate analysis of housing types within Maryland is conducted to determine if the percentage of growth within a PFA affects the overall balance of housing choices within the county. Findings indicate that at the state level, Maryland did not grow significantly different than adjacent states. However, the intrastate findings indicate growth within PFAs had significantly higher ratios of multifamily housing choice when compared to non-PFAs. This evidence suggests PFAs have helped improve the balance of housing choices in Maryland, and that the Smart Growth and Neighborhood Conservation act has partially achieved its stated goals. (Doctoral Candidate: Drawn from an almost completed dissertation. Ph.D. Advisor: Marlon Boarne, mboarne@uci.edu)

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A PEAK IN THE BLACK BOX: A LOOK AT THE HARD PROFITS FROM SUBDIVISION REDEVELOPMENT

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Residential land use change is a function of the profits that can be realized for subdivision development on different sites. Yet, little is known about the profits from subdivision development. The lack of studies appears to be a result of the difficulties associated with acquiring relevant data: ascertaining actual profits from subdivision development is a data intensive and time consuming exercise. Not surprisingly, there appears to be no research that examines profits from actual built subdivisions. Instead, internal rates of return, a measure of profits, are usually assumed to be around 12 to 15 percent (see, e.g., Floyd and Allen, 2002, 322-326; 355-357). This range appears to come from the rate of return that could be expected on alternative investments plus an allowance for the additional risk associated with land development. The purpose of this study is to provide a peek into this black box by examining the 'hard' profits for subdivision development. I utilize publicly available data. I restrict this study to 'hard profits' because there is no public data on 'soft' costs such as engineering and attorney fees. I employ 'rates of return' to determine the profits. Because of the intensive data collection involved in such an effort, this study is limited to only 20 subdivisions. I find that that hard profits vary considerably, ranging from as little as 3% to as high 100%. The underlying lesson that emerges from the analysis is that there is no such thing as 'typical' profits from subdivision development. Rather profits can vary considerably and is mostly a function of the time that developers take to develop the land and sell the lots.

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THE PRODUCTION OF SPACE AND THE MAKING OF PLACES IN ASIA: 167 YEARS OF HARBOUR RECLAMATION IN HONG KONG

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"A barren island with hardly a house upon it" (Sayer, 1980, p.80), Hong Kong has evolved from a small and sparsely populated fishing village in the mid-19th century to an industrial powerhouse in the 1950s and 1960s and an emerging Asian financial centre in the 1970s, and today, with China's booming socialist market economy, an international financial centre second only to London and New York (Sung, 2007, p.227). With its rugged terrain and colonial history within an Asian and in particular Chinese setting, the government had resorted to a least intrusive means, that is, reclamation from the sea, to produce space to accommodate growth needs at various stages of city development. Various concerted and conflicting forces have helped shape and produce Hong Kong's now stunning cityscape—a compact agglomeration and co-existence of

differential spaces produced in plural times. Since most of the literature on space production and place making originates from a Western context, this paper attempts to take up the challenge of theorising space production and place making in an east Asian setting which is often characterized by a non-democratic political system, a pro-growth and efficient government (developmental state) that tends to ally with business interests and a relatively weak but increasingly more vocal and active political community. The evolving urban context is further complicated by scalar politics within its national setting as well as intense competition with other international cities in a rapidly integrating global economy. Through an historical investigation of 150 years of reclamation practices in Hong Kong, this paper tries to understand how and why this particular mode of spatial production is “a matter of life and death” (Lefebvre, 1991, p.417) to different stakeholders in plural times.

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THE PLAN-PROCESS-RESULTS (PPR) METHODOLOGY FOR PLANNING EVALUATION

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The evolution of planning theory and practice throughout the twentieth century has led to the emergence of some obvious gaps between land use plans, planning processes and the cities they are supposed to deal with. These gaps are addressed, and an evaluation methodology to assess and relate the plan, the planning process and the city is proposed.

Assuming that a complete general theory of planning is unlikely, if not impossible, a particular view of planning, combining different models, is presented in the first part of the paper. A number of issues from the current planning debate, ranging from the changing institutional structures to the dynamics of participation, inform the construction of this view of planning. We then move on to planning-evaluation, identifying a number of generic principles which will support our proposal for an innovative methodology, called Plan-Process-Results (PPR). Three criteria for comprehensive evaluation are presented: plan rationality, plan performance and conformance of results. Next, the main data sources (including newspapers, interviews and planning applications) and the fundamental techniques used in the measurement of each criterion are presented. Then, the application of PPR methodology to the undergoing planning processes in the two largest Portuguese cities is briefly described. Finally, successes and failures of planning practices in Lisbon and Oporto are identified, as well as the corresponding reasons.

In spite of its complexity, the evaluation of planning practice is a necessary and relevant exercise: it legitimizes planning, improving the understanding of the impacts of planning proposals on the city; it helps decision making to tackle complex problems; it tracks, and

eventually it adjusts, the course of planning proposals; and it contributes to a more responsive planning practice based on a continuous learning process. The PPR methodology focuses on the plan, on the process and on the outcomes on the city as a whole. Furthermore, our proposal reflects the need to integrate evaluation in all stages of the planning process, as well as the planning debate on the different conceptions of success in plan implementation, and, finally, the definition of the three fundamental functions of evaluation, namely, judgment, learning, and close interaction with planning.

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[466]

WHOSE URBAN RENAISSANCE? AN INTERNATIONAL COMPARISON OF URBAN REGENERATION POLICIES

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The desire of city governments for a ‘renaissance’ of their inner-cities has become a defining feature of contemporary urban policy. From Berlin and London to Johannesburg and Mexico City, government policies are succeeding in attracting investment and middle-class populations (back) to their inner areas. Cities undergoing regeneration—or gentrification as this process can often become—produce winners and losers. There is now a substantial literature on the inequitable effects of rent increases and displacement, for example, and even more on the global and local contexts for urban regeneration and the reasons governments encourage it. But there is very little exploration of the specific policy practices increasingly used to drive regeneration and their outcomes.

This paper provides findings from an international research programme exploring specific urban policy interventions for regeneration from a diverse range of cities around the world. Specifically, the paper addresses the following questions: how do different strategies work? What are their consequences and impacts? What different kinds of policy can be used to achieve more socially equitable outcomes—harnessing the benefits of regeneration without excluding vulnerable residents? The paper draws on analyses of ‘renaissance’ policy from eight city-regions (London, Florence, Johannesburg, Barcelona, Melbourne, Ruhr Valley, Mexico City and San Francisco) using discourse analysis as a primary methodological tool.

As cities across the world are embracing ‘urban renaissance’ style policies, there is an urgent need to critically assess the differential impacts such policies are having, and to learn from new applications of socially equitable urban policy. The paper, therefore, has relevance to : teaching of planning and regeneration and particularly policy practice and evaluation tools; planning and regeneration practice particularly regarding the development of urban regeneration strategies and their implementation; and scholarship in both planning

and urban geography where questions of the theory and practice of new forms of regeneration policy should be investigated.

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LAND USE AND URBAN FORM WITHOUT ZONING: INVESTIGATING THREE NEIGHBORHOODS IN HOUSTON Qian, Zhu [Texas A&M University] zqian@tamu.edu

This research explores how the lack of zoning has an impact on urban form at three different neighbourhoods in Houston. Houston is the only major city in North America without zoning. From institutional economics perspective, Houston provides a case of a variation of the forms of governance in the land development process and property market. The growth of Houston illustrates a traditional free market philosophy in which land use zoning is seen as a violation to private property and personal liberty. In such a laissez-faire city, public-sector-initiated urban planning policies are limited, especially at neighbourhood level, in comparison with other cities in the country. Instead, many urban development policies and plans are made by the private sector, civic organizations, and by business associations. Except for the limited daily urban needs, transportation and infrastructure that are the responsibilities of the public sector, planning is initiated, developed, and monitored by the private sector. Then how, and to what extent, does the lack of zoning influence urban form of neighbourhoods? How does local land use policy practice work in this unique political economic setting? The paper reveals the change of urban form in three case study neighborhoods over two decades without zoning regulation. From institutional perspective, it then explores how local land use policies made by both the local government and non-governmental sectors shape urban form in Houston. Despite the city's lack of zoning, local land use regulatory policies made by the municipality have significant influence on urban development. On the other hand, civic and private organizations such as super neighborhoods and homeowner associations fill the gaps left by the lack of land use zoning. The study examines how these two aspects contribute to land use planning and urban form at neighborhood level. The research uses both quantitative methods (i.e. cluster analysis and GIS spatial analysis) and qualitative methods.

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[468]

POSTER: TREE COVER AS AN INDICATOR OF QUALITY OF LIFE - SPACE AND VALUE

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The urban forest, individual trees, and canopy cover has geographic and historic grounding within a socio-eco-political framework. The spheres that influence this framework include its public health values, economic expansion values, identification methodologies, the public policy issues and initiatives, the social justice and equity consideration, and the overall significance as a measure of quality of life. The paper proposes that the urban forest influences quality of life measures such as income, housing price, and educational attainment. To demonstrate the expectation the study evaluates the urban forest and its quality of life impacts within Harris County and specifically 25 cities within the county. The 2000 US Census data STF 3 provided the basis for the socio economic analysis as it relates to canopy tree cover.

The research demonstrated a clear relationship between income and tree cover, but dismissed as spurious for further study. The variables of house price, with or without mortgage showed a clear relationship, while a maturing population seemed to domicile among higher canopy percentages.

The analysis demonstrated that additional study in regards to tapping into the economic vitality of a community as it relates to the urban forest. To reach the potential may require greater individual education and involvement. As such, we must find ways to transcend the value of the urban forest to all stakeholders and allow the urban forest to take a position in the overall scheme of land uses within the developed urban landscape.

The lack of a systematic representation of the urban forest as a definable and measurable land use might hinder the maintenance of urban forest space. Zoning and land use ordinances addressing open space and tree planting specification and the tools we use to plan and develop may need an expanded view to curtail the tree cover deficit.

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[469]
POST- SOCIALIST SPRAWL: EXPLAINING LAND CONSUMPTION PATTERNS IN EAST GERMANY
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Despite economic decline and a shrinking population, East Germany has seen high rates of land consumption since reunification, often exceeding rates in West Germany. Explanations for urban sprawl in East Germany include latent demand for suburban housing as a result of wage equalization and rising incomes (Hausserman, 1996), changing demographics, particularly a rise in the number of single-headed households, unregulated private capital investment, a vacuum of planning structures after the fall of communism (Coles, 1997), and a variety of local, state, and federal policies, such as the policy of

property restitution and various tax incentives, which have encouraged green field development (Nuissl and Rink, 2005). This research examines variables affecting rates of land consumption in both East and West Germany. I use multivariate statistical analysis to model the change in the amount of urbanized area at the landkreis (county) level between 2000 and 2004 as a function of a number of socioeconomic, institutional, locational, policy, and fiscal variables. I find that the explanatory factors for sprawl differ between East and West Germany during this period, and that land consumption in the East is primarily the product of poor or absent planning practices and policies at the state level. I also find that demographic and income have different effects in the east and in the west. This implies that sprawl in the East is less the result of convergence with the west, but rather the product of specific circumstances after the fall of the Berlin Wall.

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[470] **CONTAINING URBAN SPRAWL? COMPARING BROWNFIELD REUSE POLICIES IN ENGLAND AND GERMANY**

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Containing urban sprawl and reducing greenfield developments has become an important aim of land use planning policy in recent decades. Traditionally planning instruments such as greenbelt designations and restrictive development controls have been used to achieve this aim. Beyond that in recent years the systematic reuse of brownfield land has become an important policy objective, which would in turn ease the pressure to develop on greenfield land. The aim of the proposed paper is to discuss and compare contemporary brownfield reuse policies in England* and Germany.

England has seen for many decades a land use policy of urban containment since the town and country planning act was first introduced in the late 1940s (Davoudi and Stead 2002). Despite this there have been marked processes of counter-urbanisation (Champion 1998). The publication of the report by the Urban Task Force (1999) and the subsequent Urban White Paper (DETR 2000) marked a significant change in urban policy aiming at higher density and multifunctional urban areas. In England the reuse of brownfield land mainly for housing has been an important element of planning and urban regeneration strategies in recent years. In quantitative terms these policies had a strong impact. The national target from 1998 to provide at least 60 % of new housing on previously developed land by 2008 (DETR1998) has been well exceeded. By 2005 this figure had risen to 77 % (DCLG 2007).

Germany on the other hand has no comparable national targets, quantifying a minimum share of land reuse for new development. Instead the aim is to reduce the "consumption" of land for settlement and transport infrastructure down to 30 ha per day. Currently this figure is about 115 ha per day (see REFINA website). Beyond that

the national planning legislation contains principles that aim at an economic use of land and hence at limiting the amount of greenfield development. Yet due to the far reaching independence of local planning authorities these principles are not always applied to the full extent on the local level and it remains to be seen in how far the ambitious aims for land reuse can be achieved. Beyond that the strong depopulation of many cities especially in East Germany led to a comprehensive debate about shrinking cities and the related challenges for the planning profession in terms of accepting and moderating these processes.

Despite the differences between both countries in terms of governance structure, planning traditions and demographic development, there might be important lessons to be learnt for both by the experiences and practices in the respective other country. Beyond a comparison of the planning policy frameworks for brownfield reuse in both countries, the proposed paper will also compare methods of monitoring and analysis.

* Due to the devolution process in recent years, this paper refers to England instead of the whole UK, as there are now significant differences in planning policies inside the UK.

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[471]

PLANNING CONTEXT AND URBAN INTENSIFICATION OUTCOMES: SYDNEY VERSUS TORONTO

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This paper analyses and suggests reasons for the contrasting urban intensification experiences of Sydney and Toronto over the last two decades, with Sydney achieving a significantly higher recent level of intensification despite similar populations, growth, economic role and similar pre-1980s urban development form. The paper uses analyses of discourses and official statistical data (such as those in Sydney's Metropolitan Development Program state government publications) in addition to the authors' knowledge of governance processes in each city. The constituencies and discourses associated with pro- and anti-intensification in each city are analysed. The sprawl/intensification experience of each city is then outlined,

identifying trends in numbers of detached and non-detached dwellings built since the 1970s and their distribution within the metropolitan area. The policy tools brought to bear to achieve intensification in the two cities are described. The influence of metropolitan form and urban geography on intensification differences between Sydney and Toronto is outlined. Finally, the critical role of contrasting governance and institutional framework in each city is described, with this framework mediating the sprawl and intensification constituencies and discourses to produce contrasting outcomes in each city. The paper's significance lies in its demonstration of the way in which contextual factors such as local governance are critical in determining the extent to which a key urban sustainability strategy, intensification, can be achieved in practice.

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[472]

ADDING SPATIAL DIMENSION TO FISCAL IMPACT ANALYSIS: ASSESSING THE BENEFITS AND COSTS OF 'SMART GROWTH' DEVELOPMENT

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Fiscal criteria often play a bigger role than other criteria (for example, environment or equity) when governments make development decisions. State and local governments tend to favor developments that are deemed to have positive fiscal impacts for the community. This trend is becoming more evident, as grants and subsidies from the federal government are drying up and real estate price (source of property tax revenue) is declining.

A fiscal impact analysis estimates public costs and revenues resulting from new development, assisting government's decision-making process. But it has been often criticized, for both being too simple (using multipliers in template, disregarding local characteristics) and too complex (created and conducted in a 'blackbox'). A typical fiscal impact analysis also does not take into account the spatial configuration of development, when research indicates that different development patterns lead to different fiscal impact.

This study attempts to improve fiscal impact analysis method by addressing these concerns. First, spatial component is incorporated into the process in order to acknowledge both economies of scale (marginal cost of providing public services decreases) and economies of geographic scope (cost of providing public services decreases as population live closer to public facilities). (Muro and Puentes 2004) Second, it is tested whether 'smart growth' or a more compact development pattern indeed has more positive fiscal impact by examining different development scenarios.

This is done by applying both conventional fiscal impact analysis method based on marginal/average cost and GIS-based method with spatial component to various development scenarios. This approach has several advantages. First, applying the traditional method provides a base line against which GIS-based method can be

compared. Second, using GIS-based method enables testing of multiple future scenarios. This indicates that while the population/employment projection may actually turn out to be incorrect, different fiscal impact implications among different scenarios can still provide insights for policy makers.

Development capacity model created by the Maryland Department Planning provides information on both current population distribution and future capacity. Smart growth and other scenarios are generated in 1/4-mile grids, which then are categorized into development prototypes. The prototypes are defined based on 1) population and employment density, 2) land use and building types, and 3) other local, physical characteristics. This is overlaid with fiscal impact factor also in 1/4-mile grid, which reflects the costs of providing public services. The overall cost of providing public services is then calculated and compared for each scenario.

This is a potential topic for dissertation. Advisor: Gerrit Knaap (Email: gknaap@umd.edu)

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LEARNING FROM ENGLISH PRACTICES OF AREA DEVELOPMENT: THE 'PLACE-SHAPING' ROLE OF LOCAL GOVERNMENT

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Planning processes in England have undergone significant change over the last 10 years, resulting in many actors having to re-position

themselves as part of a general shift towards delivering a more efficient and responsive planning system. This is particularly true for local planning authorities who have had to 'modernise', adapt to a new culture, and embrace the transition from land-use to spatial planning. Recent white papers on planning and local government have identified a more active role for local government, with planning authorities expected to become 'place-shapers' and active agents in the delivery of locally agreed goals. While, for the most part, these measures seek to decentralise decision-making, some authorities have already begun to identify barriers to achieving this, such as the difficulties of attracting qualified planning staff, the ability to deal with well funded developers and their agents, and the negotiation of complex and difficult planning issues.

This paper provides a timely account of the role that local government has to play in the evolving planning system by focusing on three cases in England (Thames Gateway, Ashford and Kings Cross). All three have strategic importance for the London and South East regions and have been promoted over a timescale that will facilitate a critical assessment of the authorities' approach. Drawing from desk-top research and a series of interviews held over the last year, the paper will examine the relationship that the authorities have had with the planning process, in the context of the changing priorities and tools that they have been given by government. It will also explore the type of relationship that these authorities have been able to forge with stakeholders, and the effect that recent initiatives and proposals have had on their ability to drive and shape development. Specifically, the paper will investigate the impact that recent influences may have had, such as the shift towards spatial planning, the transition from development 'control' to development 'management', the use of special delivery vehicles, and the on-going attempts to engage the development sector.

The paper will consider a number of the barriers that have been encountered to date and set out suggestions as to how these can be addressed in the context of the ongoing reforms of local government and planning. In particular, the paper will ask the following question: what needs to be done to improve the 'place-shaping' role that planning authorities are being given in delivering major development?

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USING DETERMINISTIC MODELS FOR LONG RANGE FUTURE GROWTH IN AN URBAN/RURAL WATERSHED

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Lake gentrification is a major issue confronting planning. With the boomers aging, there is pressure on water resources by retirement homes. In South Carolina, Lakes Jocassee, Keowee and Hartwell, are experiencing these issues. This paper demonstrates the development of a deterministic models to project future scenarios for development growth for the next 20 years in the Seneca Creek Watershed. The study framework follows Carl Steinitz's Alternative Futures for Changing Landscapes. The models explore the criteria underlying land use location for high-end properties in a fragile environmental region through a deterministic approach in which a set of criteria combine to produce a mapped index of priority based on different selected variables by the researcher and not randomly as in a probabilistic model. The display of the deterministic variables through tables, combined with the mapping capacity of ArcGIS, allow the region's stakeholders to assess the impact of future development decisions in the watershed.

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THE REACTION OF PLANNING INSTITUTIONS TO LAND PRESERVATION NEEDS AND DEVELOPMENT PRESSURES: A COMPARATIVE STUDY

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The conflict between the needs for new development and the need to preserve open land – natural or rural – exists in many planning systems. This conflict has given rise to new land use policies -- such as Brownfield development and urban land recycling. However, faced with the mounting pressures for new development, decision makers often opt to build in new (green) areas.

How do planners deal with this tension, and how is it reflected in their professional activity and communication? In particular, how do planning institutions react to this prevalent conflict in cases where "Greenfield development" is recommended? Often they find themselves standing between market pressures for a supply of space – and the commitment to political and governance system and segments of the civil society –for preserving the open landscape. In the planners' perspective, they often feel they have to resolve the goal of open land preservation with local objectives calling for development.

Examining a few major plans, in Israel and in the Netherlands, where large scale Greenfield development was at stake, allows us to

understand the differences in attitudes held by planning institutions in both countries to the question of land preservation. Further, by studying the dynamics played by various agents during the planning processes we learn the different practices for managing conflict that exist in both countries. Specifically, differences in the roles and contribution of institutional and non-institutional agents in the planning process.

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PLANNERS CAN MATTER! REVISITING DOUBTS ABOUT LAND USE PLANNERS' INFLUENCE ON LAND USE PLANNING

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Some writers cast doubt upon the level of influence that land use planners have on land use planning, and suggest that other entities (e.g. land owners and developers) have more influence and are the "real" land use planners. Other writers give reasons to believe that planners' DO influence planning, and that their level of influence varies with their own values and role orientations. However, there is little empirical evidence to support this claim. Using a national sample of development projects and surveys of local government planners responsible for reviewing those projects, I use multivariate regression analyses to address this apparent contradiction by examining the actual influence that land use planners' values and role orientations have on particular aspects of land use planning manifest in those projects. Findings indicate that planners' values and role orientations do in fact influence aspects of land use planning, reflected in both project design and public participation levels in the review process for the projects. I recommend changes in planning education and training to foster more influential planners.

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STRATEGIC SPATIAL PLANNING AND POLYCENTRIC DEVELOPMENT: A VIEW ON BEIJING

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In recent decades land-use strategic spatial planning has gradually complemented or even replaced traditional land use oriented master planning. This is done as master planning, as a rule, neglected the reality of political action, as well as the complexity of communication and implementation processes. Strategic spatial planning, in turn aims at developing visions and frames for future action and implementation processes in a spatially defined territory. It aims and hopes that a proposed strategic spatial plan is being accepted by the local society, the local economy and by the many actors responsible for providing land, infrastructure or public utilities. The authors of a strategic plan expect that all urban stakeholders commit to the aims and the targets of the strategic document.

From 1953 to 2004 Beijing planners had produced subsequent master plans for the city. These master plans were guiding documents for the community of planners and policy advisors when dealing with the development of land use and large infrastructure networks. In 2003 the city government of Beijing has launched a new strategic spatial plan, mainly for four reasons. The demographic, economic and spatial growth of the city region has exceeded all previous assumptions, the Olympic Games 2008 were a good reason to present a future oriented vision of the city to the outside world, an exploding motorization and resulting congestion costs have advocated a more polycentric spatial development of the city region, and a long-term strategic guidance has been required in order to improve the applicability of the new master plan.

The co-authored paper aims to present the ambitious strategic spatial plan for Beijing from a Chinese as well as from a European perspective. The proposed paper will briefly describe the history of planning of Beijing and the recently launched strategic plan for the city region of Beijing, analyse the politico-administrative framework of strategic spatial planning in the city, sketch the challenges of spatial development in the city region, briefly refer to the impact of the land regulatory system on urban development, and judge the chances of the new strategic plan to guide the future spatial development. Moreover, the paper will evaluate whether the new spatial strategy will trigger off a more polycentric spatial structure of the city. It concludes with some critical reflections concerning future spatial development in the capital city.

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THE PARADOX OF HIGHWAY-BUILDING IN A "SUSTAINABLE REGION": ANALYSIS OF POLITICS AND PLANNING IN METROPOLITAN VANCOUVER

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This paper analyzes the pressures for building metropolitan highways in regions where citizens, elected representatives, and planners have expressed commitment to sustainability and the reduction of automobile dependence. Metro Vancouver is the only Canadian metropolitan region where a multi-lane, high speed roadway has not traversed the central city. Resulting from the protests of central city resident protests, substantial highway-building was prevented and a following period of rapid metropolitan growth was guided by a regional land use intensification strategy, which resulted in some success at reducing automobile dependence (Newman and Kenworthy, 1999). Nonetheless, at the beginning of the twenty-first century, metropolitan highway-building is now underway and in the advanced planning stages in Vancouver.

This paper assesses two explanations, which are not necessarily mutually-exclusive, for this change in policy. One is that elected politicians at the municipal and provincial (British Columbia) levels are responding to the growth of population in car dependent suburbs outside of designated growth centers. In this explanation, highway building has a core constituency of suburban residents seeking short-term relief from traffic congestion (as opposed to reduced automobile dependence). In order to assess the strength of this likelihood that there is "bottom-up" pressure for highway-building, the electoral districts comprising the metropolitan region are classified on the basis of automobile dependence level, using a method similar to that used by Walks (2007). Then the regional population distribution by electoral district, potential electoral votes, and actual votes cast in recent elections are analyzed to identify correlations. An alternative explanation is that new coalitions of interest groups promoting sprawl and highway building, such as those identified in the United States (e.g. Altshuler and Luberoft, 2005; Gutfreund, 2004), were formed or had more influence than in previous decades. This explanation is addressed through an analysis of the "Gateway Program" (a \$3 billion initiative to "get people and goods moving again" by building roads) and its governmental and private sector supporters.

The results of the study provide relevant insights which could inform regional land use and transport planning. A particular finding is that if the size of the core citizen constituency for highway building grows beyond a certain threshold, pressure for highway building intensifies. The recent focus on highway-building in Metro Vancouver suggests that the regional land use pattern was, in spite of some successes, too sprawling and automobile dependent. It raises the possibility that Metro Vancouver's land use planners were too focused on the central area and a small number of sub-centers. In effect, the growth of sprawl beyond a certain level undermined the plans to build a more sustainable region.

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IN ATTEMPT TO FACILITATE THE URBAN KNOWLEDGE
ARENA**

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The paper presents the results so far of C20 Action "Urban Knowledge Arena – Developing an European Arena for Cross-Boundary Co-operation in Production of Knowledge and Know-how on Complex Urban Problems" within the European Union program COST for scientific and technical research cooperation. The project involves participants from 20 countries in Europe, representing academia, research institutions, consultancy and professional practice, local governments and NGOs. The theoretical discussion is focused on theories, methods and tools for cross-boundary urban knowledge production, knowledge management and communication and aims at facilitating Urban knowledge arena and cooperation among different parties, involved in urban planning and governance. The work is based on documentary/publications research, comparative analysis of policies, programmes and projects, case study analysis, study tours and research discussions, well organised in workshops, seminars and conferences.

The major characteristics of the UKA are drawn as a theoretical framework on the basis of analysis of existing policies, programmes, projects, organizations and networks, which may be considered to be arenas of urban knowledge. They are systematized in four groups – EU urban policy structures and programmes; research framework programmes, institutions and networks; professional organizations; national, regional and local initiatives (case studies), the latter based on the wide public participation and dialogue, as well as on the innovative approaches to urban governance. The classification of the different types of arenas has been done on the basis of their scale, approach to information and knowledge generation and communication, mission, aims, priorities, focus and organization of work. The participants, organizational structure, the intellectual and financial resources and methods of management and governance principles are also being considered.

In order to evaluate the success or failure of an UKA activity, a set of performance-based standards and indicators have been established, developed according to the type of initiatives, goals and objectives, the participating parties and players (target groups) and the resources involved. The outcomes, achievements and benefits from the operation of a successful arena have been evaluated in terms of direct or indirect, long and short term impacts and values, the contribution to urban policy making, theory, education, professional practice, legislation and urban governance. In all cases this relates to the interpretation of the existing knowledge and experience, to its adaptation to new situations and generation of innovative approaches and ideas, to determination of the challenges and areas of urban research in the future.

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**URBAN SPRAWL AND CONCURRENCY PLANNING: A
STUDY OF DEVELOPMENT PATTERNS IN MIAMI-DADE
COUNTY, 1992-2000**

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Since 1985, Florida State has adopted state-wide enforcement of "Concurrency" planning that mandates permits of development only be allowed in places where the capacity of infrastructure is deemed adequate to serve new and existing development. In Florida's concurrency planning, facility adequacy is ensured by achieving desired levels of services (LOS), which is defined and adopted by local governments. Currently the areas of concurrency planning cover: roads, water and sewer, opens space, and schools (Ben-Zadok and Gale, 2001).

Despite its intuitive appeal, several problems have contributed to the difficulty in Florida's concurrency planning implementation: 1. technical complexity in defining and enforcing the appropriate levels of service, 2. political conflicts in intergovernmental coordination, and 3. Florida's political system and attitude that favor low-tax climate (Ben-Zadock and Gale, 2001; Downs, 2003). Given all these problems, Downs (2003) pointed out that lack of public commitment to infrastructure finance and lack of political collaboration among jurisdictions may in effect turn concurrency planning into conflict with other planning goals. Particularly, it may cause sprawl.

Skepticism exists about real outcome Florida's concurrency planning. Some studies have examined particularly the issue of sprawl (deHaven-Smith 1998; Turner 1990, 93). In this paper, we assess urban development patterns in relation to the implementation of transportation concurrency planning in the Miami-Dade County. We use property parcel files from 1992 to 2000 for the Miami-Dade County area to create GIS-based urban form indicators. Specifically, we compare changes in the characteristics of new development (e.g., distribution of new development, density, land use mix) over this period when concurrency planning was implemented differently, from strong enforcement (prior to 1996) to alternative enforcement in which exemptions were allowed in a number of urbanized places (post-1996) (see Ben-Zadok and Gale, 2001). Our primary research question is: did new developments exhibit stronger sprawl characteristics when the concurrency planning was more rigorously enforced?

As more and more communities have begun adopting ordinances based on adequate public facility requirement, it is important that communities be aware of the "potential, unintended" consequences from those policies. Knowledge generated from this paper will be useful to improve our understanding of the potential link between land use policies and urban form.

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TRACK 8: METHODS FOR SPATIAL AND PLANNING ANALYSIS

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A METHOD FOR MEASURING NETWORK DISTANCE USING NETWORK SHORTEST DISTANCE AND SPATIAL INTERPOLATION

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Background:

Walkability to schools depends largely of the magnitude and direction of travel distances where people tend to follow straight line segments of the streets network. However, the measure of this distance depends on the characteristics of the network in terms of facilitators, such as sidewalks and off-road facilities, and barriers, such as fences and walls.

Network distance is usually approximated by the Euclidean distance, which is a straight line distance or the absolute shortest distance between two points. Network distance can be approximated also by the Manhattan distance. However, the accuracy of these methods depends on the network characteristics and may vary from a place to another.

This paper presents a method that was developed for a school siting research being conducted with funding from the Robert Wood Johnson Foundation in four counties in Florida. The overall aim of this study is to develop GIS tools that use the network distance to construct statistical surface that estimates the network distance from any residential parcel to an assigned school throughout the county.

Aims of the Research:

The specific Aims of the research are to: 1. Understand the difference between Euclidian, Manhattan and predicted network distance in terms of accuracy. 2. Develop tools to automate the measurement of network distances using GIS computer programming. 3. Construct statistical surfaces to measure the network distance. This paper will present and compare statistical surfaces for predicting network distance generated from measured shortest network distance from each residential parcel to the assigned school.

Study Design:

GIS network analysis will be completed to find the shortest path from each residential parcel to schools according to the school attendance zones. To do that, a network of all the roads in the county is constructed using ArcGIS software. The research area is Pasco County in Florida which includes thirty-three elementary schools. For this purpose a model using ArcGIS model builder is constructed to find the shortest network distance from each parcel to the school in the same school attendance zone. Because of the technical limitations on looping for the network distance in the model builder, a special script using Python is prepared to loop the aforementioned model for the whole number of schools. GIS spatial analysis will be used to include egress and access distances and to assign the total distance as an attribute to the parcel location. These attribute values for distance

will be used to construct statistical surfaces that estimate network distance that will be compared to Euclidean distance.

Expected Results:

Network distance is a more accurate measure of distance. The major hypothesis of the research is that predicting network distance by statistical surfaces gives more accurate results than the use of Euclidian distance. Furthermore, the difference between network and Euclidian is not constant but depends on the network characteristics. These differences can be large in magnitude and make the use of Euclidian distance a poor measure of distance.

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INTEGRATED QUALITATIVE AND QUANTITATIVE URBAN SYSTEMS ANALYSIS WITH THE ANALYTIC NETWORK PROCESS

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Analytic Network Process (ANP) is the general form of the Analytic Hierarchy Process--a widely used multicriteria evaluation, planning, and decision-making method with mixed qualitative and quantitative data. With application examples in the literature, the paper argues how the ANP contributes to the emerging, anthropocentric theories of planning, as well as to methods of urban systems analysis, specifically by teasing out the particular-general, inductive-deductive, qualitative-quantitative, and ex ante-ex post tensions in evaluation, forecasting and planning analysis. Problem framing and problem solving in planning practice emphasize observation, interpretation, reflection, and communicative action as modes differently in different problem situations. The ANP accommodates the modes through a compensatory problem solving practical strategy, whereby the limit in one mode is offset by the strength in the other. A final case example shows how the ANP facilitates an analysis of the joint land-use/transportation impacts of light rail transit as elements of an urban system with feedback in the face of data limitation, mixed tangibles and intangibles, with ex ante estimation of the spatial, economic, and ecologic impacts that are site-specific.

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DISCOVERING SUSTAINABLE URBAN NEIGHBORHOODS

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Discovering urban neighborhoods with sustainable prospects is a challenge which can be met by organizing and modeling geo-demographic data using GIS and database management tools such as spreadsheets. Learning to successfully develop community indicators can enable analysts to contribute to our long term survival in this era of transition from drivable (but unsustainable) suburbanism to walkable (and sustainable) urbanism.

This paper aims to enable analysts to identify neighborhoods meeting (easily pass, just pass, just fail, or clearly fail) threshold levels of sustainable criteria. Standards include quantified cross-cultural guidelines originally developed in qualitative form as the "Sanborn Principles." They share characteristics with the U.S. Green Building Council LEED ND guidelines. Using census data transformed and tested with "IF" spreadsheet functions, multiple indices are developed to estimate the relative breadth and intensity of desired neighborhood characteristics.

Sustainable neighborhood characteristics include use of environmentally friendly green transportation by public transit, walking, or bicycling. Short travel times to work are another measure, as are population density and multiple family housing. Other examples include fair share estimates of low income household proportions and regional representative diversity measures of ages of persons and housing unit sizes. Bike path density statistics are a specialized measure developed to estimate neighborhood bicycle friendliness.

Maps of pass-fail success and indices of weighted counts and z-score criteria varying with factor intensities are used to fine-tune fuzzy criteria and indices, leading to discovery of neighborhoods with good prospects for long-term sustainability.

This presentation finds and envisions sustainable neighborhoods in a community acclaimed for innovative planning: Davis, California, America's "most bicycle friendly city." Envisioning of neighborhoods identified by the community indicator searches is undertaken using small multiple GIS maps, charts, photos, and tables introduced at previous conferences. These tools can increase understanding by placing neighborhood data in context by facilitating comparisons across space, scale, time, and uncertainty.

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LANDSCAPE EVALUATION. A METHODOLOGICAL PROPOSAL FOR SPATIAL PLANNING

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Landscape has been a special focus of interest and innovation of cultural policies for the international community, especially in the Strategies of the European Landscape Convention (2000). These document promotes a radical shift in perspective away from long-established approaches to landscape conservation, planning, and management. In fact, the new aim is to extend differentiated forms of safeguarding and enhancement over a whole stretch of territory. In this perspective it is important to define a new governance approach of the landscape based on landscape evaluation in order to make explicit the landscape values and their meaning for the local populations.

In the paper we will propose a landscape assessment methodology useful to play the role of a technical learning process inside the decision-making process whose goal is to make explicit the values and the criteria used for making territorial choices in a social participation process. In the classical paradigm of assessment action 'assessment defines the values'. This is what the logic behind the type of assessment we propose makes us turn around. We believe instead that 'the values depend on the assessment'. Thus assessment should take on the role of a stage of technical process within the decision-making process. Assessment should aim to make values and criteria for choices explicit – the ones that lead parties to identify the planning aims for each landscape in a territory. Such a type of logic implies that there is the a-priori methodological assumption that values depend on assessment. Therefore in this type of logic the role of assessment becomes crucial in order to direct and frame the debate

over the choices to be made about landscape enhancement in public debates.

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A STUDY ON THE SPATIAL RELATIONSHIP BETWEEN MIXED LAND USE AND URBAN DISASTER-- A CASE STUDY OF TAINAN CITY

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Mixed land use is the major strategy of compact planning. The diversified and reciprocally supplementary mixed land use will make urban development becoming more energetic. However the mixed land use does have the potential problem of increasing artificial calamity to safe urban development. Therefore this article takes Tainan City as the real case study object and initially applying the spatial analytical tool of geographic information system and land use survey data and then introduce landscape structure index to conduct the measurement and quantitative description for each mixed block land use. Then taking those 2253 cases which were reported to 119 Duty Center of Tainan City and switching the geo-coding system of disaster area into spatial mapping to analyze the spatial characters for various type of calamity happening and the potential hot area of urban catastrophe. Finally it will employ relevant spatial analysis to explain the spatial relationship of mixed land use and urban calamity happening.

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OPERATIONALIZING A LAND USE MODEL FOR A REGIONAL PLANNING SUPPORT SYSTEM: THE LAND-USE EVOLUTION AND IMPACT ASSESSMENT MODEL (LEAM)

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The causal mechanisms that drive urban growth, and their interaction with social, eco-nomic and environmental systems, are not well understood. Consequently, governments and planning authorities

often face difficult policy and investment choices without a clear understanding of the future implications of their decisions.

In this paper, we describe a hybrid land-use simulation model, the Land-use Evolution and impact Assessment Model (LEAM), and the process of operationalizing it for regional planning support. We first describe the LEAM framework followed by a brief chronology of LEAM research and projects. We then focus on the process and implementation out-comes of an application of LEAM to the ten-county, two-state region surrounding St. Louis, MO. The implications for the regional planning process, and the successes and weaknesses of the approach are described along with specific scenarios and planning pro-jects affected by the implementation. We conclude with a discussion of broad lessons learned and important challenges that lie ahead in the development of regional planning support systems.

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SPATIAL INTERACTION MODEL WITH LAND USE

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We design a spatial interaction model with land use for five sectors, fourteen land types and four zones. The competition from different sectors for the same land type and zone is done through the calibration of bid-rents for each land type and zone. The model is estimated for Terceira Island for five decades based on data on population, distances between zones and, for each sector, employment, labour productivity, human consumption and land aptitude for the five sectors. Model results are presented in a GIS framework. In the end, based on data on climate change, economic, technological and planning perspectives different land use scenarios are estimated to analyse past and future land uses.

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ASSESSING THE IMPACT OF URBAN FORM ON PROPERTY VALUES

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Sustainable development has been widely considered as one of the most significant social challenges all over the world. In the United States, increasing concerns over the effects of urban sprawl on the sustainability of metropolitan areas have led to growing interests in alternative sustainable urban development patterns. Concepts like new urbanism and smart growth have gained much popularity in the fight against urban sprawl. Proponents of new urbanism and smart growth believe that land-use and urban form design policies can be used to control, manage and shape individual traveler behavior, achieve a unique sense of community, preserve and enhance natural and cultural resources, and promote public health.

However, in this line of research and application pursuit, some critical issues are still not adequately addressed. One such question is whether urban form can be capitalized in the housing market. If a certain urban form provides higher (lower) quality of life for certain households, the monetary value of this effect will be reflected in the property price, in addition to the value of other features of the property, such as structural attributes, public service level and neighborhood characteristics.

This study aims to assess the impact of urban form on household residential location choice. Using Geographic Information Systems (GIS) tools, we develop quantitative measures of urban form in multiple dimensions and incorporate those measures in hedonic price analysis to investigate the impacts of urban form on property values, i.e. estimate the willingness-to-pay for urban form. To correct the potential selection bias of a pure hedonic price model, this study combines discrete and continuous models by simultaneously

modeling households' choice of property and demand for housing and neighborhood attributes. Results of the empirical analysis confirm the significant effect of urban form on household residential location choice. The price premium (discount) for individual urban form measure is computed based on the estimation results of the regression models.

The results of this paper have important policy implications. With knowledge of the price premium or discount of individual urban form pattern, policy makers could design policies to discourage or encourage certain types of urban form based on their effects on the sustainability of the metropolitan area.

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INTEGRATED PLANNING AND DECISION SUPPORT SYSTEMS: CONCEPTS, AND APPLICATIONS

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Advances in geo-information technology have provided extensive information from the processes that are taking place on the earth's surface, many of which are organized in computer systems, some are freely available and others are accessible in affordable price, however not efficiently applied. Research in disciplinary sciences has also produced significant insight into many physical and socio-economic processes, leading to development of knowledge formalized in various types of disciplinary models, many of them in public domain, but not well applied in practice. Development in management and decision sciences has provided opportunities to build decision aids and provide platforms for flows and exchange of different information and knowledge. Although we are moving from a poor to rich data environment, yet many of the existing information and knowledge are not used to support better management of our resources.

Geo-information technology through various remote sensing techniques has offered appropriate technology for data collection from the earth's surface, information extraction, data management, routine manipulation and visualization; however, it lacks well-developed, analytical capabilities to support decision-making processes. Nowadays, in many areas of the world, the problem is not lack of data/information, but selection and processing to generate meaningful and timely relevant information. As the Nobel Laureate economist Herbert Simon pointed out, information consumes attention of its recipients. Hence wealth of information creates poverty of attention; (Simon, 1960). Therefore as the amount of information increases, so does the need for tools and techniques that support filtering, combining, integrating processing to make data/information useful to the planner/decision makers. Especially in the context of growing emergence of a more accountable and

inclusive governance style, which calls for more debates and requires interfaces for an extended involvement and agreement of all relevant stakeholders upon policy issues.

Such facility, which is aiming at integrating all relevant information and knowledge from different sources and disciplines to support individuals and group collaboration process for more effective and transparent planning and decision-making process, is called "Integrated Planning and Decision Support System (IPDSS)". In this context, this paper elaborates on the framework which has been developed for planning and decision making and its supporting tools so called Spatial Multiple Criteria Evaluation "SMCE". This framework that has been applied in many different planning and decision making research and application projects, will be furthermore demonstrated through an application. The example will apply the framework and SMCE in design and evaluation of potential sites for a local park in the province of Bergamo, in the Northern Italy.

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THRESHOLDS OF PRIVACY IN URBAN PROCESS MODELING

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This paper is the initial part of a PhD thesis that focuses on the visual aspect of process modeling. The emphasis lays on the development of visual syntax for interpreting spatiotemporal processes in urban environments.

Running through a constant evolutionary process cities have developed a characteristic spacial order: each space/room is made accessible by at least one other space/room and on its part also makes other spaces accessible. This feature is repeated on a cascade of different scales. With every step the degree of publicity decreases and privacy increases. The lowest level of private order, of intimacy is the bottom of this structural hierarchy. In cities, the cascade ranges from centers of highest public order like airports to single rooms or offices. This structure is fractal because the basic scheme is scale invariant; it is linked in a self-similar way on different scale levels. The accessibility functions like a filter. On each level, the scheme works as a threshold in a way that it selectively reduces accessibility. The threshold between levels of privacy can be physical, or asking for authorizations of various kinds.

In this hierarchy of spaces the process of space-use also has an underlying fractal structure. Most of the urban processes that this work is focused on are stable, i.e., returning to the state where they started from. Stability with respect to processes doesn't mean that nothing happens, but that whatever happens, happens over and over again. The epitomes of stable processes are rhythms. The rhythms that the space-use in cities follows are, again, organized in a fractal way: longer rhythms span shorter ones being synchronized at the common beats. The fractal structure of cities is perfectly adapted to these stable rhythms. Commercial functions are more conglomerated and residential functions are more decentralized.

Modeling and simulating such hierarchies of processes needs to take the fractal spacial structure and the spatiotemporal structure into consideration. A main part of this paper deals with the issue of

semantic zooming in process models. The approach that I am following is to split processes into sub processes at the thresholds of privacy according to their spatiotemporal relevance.

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THE GRANDFATHER CLAUSE EFFECT

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Policies, plans and programs usually are not implemented instantaneously overnight. In the case of zoning and development regulations, this is particularly true. New regulatory requirements under zoning generally are subject to grandfathering, that is, existing land uses, developments, buildings and their associated activities are specifically exempted from immediate application. The result is that new zoning requirements, and changes in old ones, may take many years to have any noticeable effect on the built environment. The larger a community is, and/or the slower it grows, the longer it will take for this 'grandfather clause effect' to be overcome by the mere passage of time. A mathematical model that describes the grandfather clause effect is developed. The model can be used to predict how long it will take for regulation subject to grandfathering to be implemented on a community-wide basis. To illustrate the model, residential parking under zoning is used as an interesting historical example. State enabling legislation for zoning was passed in virtually every state by 1930. Most major cities adopted zoning by 1940. Most cities zoned for parking by 1960. Yet, according to the model, as much as 25% of the entire residential building stock in the United States at the end of the twentieth century was still exempt from parking requirements under zoning. This is not a trivial example, nor is it a trivial matter in terms of understanding how policies and plans are implemented over time.

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OPTIMIZING URBAN GREENWAYS IN GERMANY'S RUHR METROPOLIS

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The current situation in the Ruhr Metropolis has some unique characteristics that offer great potentials for the development of a multifunctional network of interconnected urban green spaces: In the Ruhr Metropolis, suburbanisation is a process that is considered to be drawing to its end, while the process of demographic change is more than a decade ahead of any other region in Western Germany. The resulting deconcentration is further enhanced by the far reaching structural change of Germany's former industrial heart to modern day service economy. One result is the high ratio of brownfields, which presents a unique chance for quantitative enlargement of green space even in the urban centres.

The region that has just started to recognise itself as the "Ruhr Metropolis" claims to be the largest economic area in Europe. It is still divided into 15 administrative districts. A regional greenway

system that dates back to the 1920s divides the cities. At the same time it acts as a social and ecological bridge between the urban centres.

This paper is based on our research project "Linking urban green spaces in the Ruhr Metropolis". Within the project we aim to optimize the regional greenway system by analyzing and communicating the benefits of green spaces for recreation, human health and urban life quality and as corridors for urban wildlife.

In order to optimize the regional greenway system as corridors for urban wildlife, we implement GIS-based least-cost analysis. Cost-surfaces which are generated by habitat suitability models are used to assess the quality of habitat for a species or group of species. Locating least-cost corridors on a cost-surface is not only a key-problem when it comes to planning for habitat and greenway networks. It applies to almost every kind of linear infrastructure as well.

Results indicate that our approach yields more detailed findings than any methodology that has been used to optimize the greenway network of the Ruhr Metropolis so far. We will thus be able to improve allocation and effectiveness of resources used to enhance the ecological functions of the region's urban greenway network. As a next step, we are going to implement societal goals like improving the recreation value of urban green spaces and facilitating human health into our least-cost-analyses.

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BRIDGING THE GAP BETWEEN VISION AND REALITY: A METHODOLOGICAL ASSESSMENT TOOL FOR LONG-TERM NORMATIVE PLANNING IMPLEMENTATION

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Action plans and spatial organization should reflect a long-term normative vision of a desired future for a given area. In practice, however, the attempt to translate a normative long-term vision, utopian in nature, into operational steps is often overpowered by obstacles and difficulties inherent in current realities. Reality overpowering vision reduces the ability of vision to influence at the local level and contributes to weakening the ability to achieve overall sustainability. The increasing complexity and dynamics characterizing the present planning field create a demand for applicability, quality and reliability. At the same time, the field is directed by strong pressures for reduced time scales and delivery at a reasonable cost. This reality calls for the development of new methodologies tailored to those specifications. The present paper

presents a novel, integrative methodology that stimulates action to mitigate significant challenges addressed by long-term normative vision by means of strategies that bridge the gap between vision and reality. The methodological tool offered aims at assisting planners to formulate an implementation-oriented spatial plan rooted in long-term vision, yet flexible and adaptable to temporal changes. The suggested methodology originates in diverse theoretical disciplines and fields of public governance, planning, economics and social science, and relies on methodologies developed in other countries.

The methodology combines top-down and bottom-up analyses using management tools (Benchmark, TOWS and SWOT analysis). The methodological tool uses the concept of “spatial capital,” which is based on the accumulated assets and capabilities of spatial units, and “development engines,” these representing the character of “spatial capital” needed to achieve long-term vision. The ranking of “spatial capital” at the level of subunits enables the use of SWOT and TOWS for spatial comparative analysis, providing an assessment of the gap between reality and desired vision, along with strategies that match the “spatial capital” profile.

The empirical research focuses on the northern region of Israel, which is a heterogeneous region characterized by spatial and social segregation and a lack of affinity and synergy among its various parts and sectors. Our analysis shows that the methodology is suitable for use as a tool for decision-makers and stakeholders who are interested in promoting a real and obtainable proactive plan, yet sensitive to long-term normative vision.

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INTRODUCTION TO PRE-ORGANIZED SESSION IT'S ALL ABOUT THE EVIDENCE STUPID: QUALITATIVE RESEARCH IN URBAN PLANNING

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Session Organizers: John Gaber (Auburn College) and Paul Maginn (University of Western Australia) Abstract: Out of necessity, planners now regularly take to qualitative data slices to help them understand unprecedented situations and reframe existing “wicked problems.” Qualitative research strategies are no longer viewed as unique in planning investigations. With planners expanding their empirical horizon on where they look for data to resolve wicked problems this raises some new methodological and planning practice questions and challenges. Methodological questions/challenges include: When do planners take to qualitative research strategies? How do qualitative data slices get integrated with quantitative data slices in final analyses? Practitioner questions include: How do qualitative investigations, that require getting out there in the real world, alter professional planners’ relationships with the multiple communities and interest groups that exist out there? How can qualitative research strategies result in more progressive planning practice? In short, in the current political climate where both

evidence-based and more collaborative and deliberative forms of policymaking are championed the challenge for qualitative planning research(ers) would seem to be to how to adopt a more systematic yet democratically sensitive approach to wicked problems. This special session seeks to explore the potential of qualitative methods(ologies) within this context. Keywords: qualitative research, planning methods, progressive planning practice

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TAKING IN DATA FROM ALL SIDES: OPEN COMMUNITY OBSERVATION PROJECTS

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One of the more innovative planning research strategies to gain momentum in the last few years is the integration of community observations into the research and decision-making process. The idea of empirically utilizing community observations to aid in the public decision making process is not new. The U.S. National Weather Service has been doing this since 1890 (Organic Act). These types of activities are starting to be more commonly recognized as Community Observation Projects (COPs), which are investigations where planners place an open invitation to the public for their observations on a particular topic (e.g. property management). What has recently changed in community observations projects (COPs) are: 1.) the nature of data (most of it is now qualitative), 2.) the factors contributing to the recent rise in these type of investigations, and 3.) the variety of applications.

This proposed paper is divided into three sections. It begins with a case study analysis of U.S. national, state, and local Community Observation Projects. Here, COPs are divided into “passive” and “active” type of projects. This is followed by a discussion about the veracity and limitations associated with community-provided data slices. The paper concludes with research recommendations and a COP mixed-method research model so that more planners can adopt community observations into their planning activities.

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REEVALUATING POVERTY CONCENTRATION WITH SPATIAL ANALYSIS: DETROIT IN THE 1990S

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Concentrated poverty improved dramatically in the United States during the 1990s by most accounts. The standard measure of concentrated poverty is the share of poor people in a region who live in a census tract that exceeds some poverty rate threshold, typically 40 percent. But these standard measures of poverty concentration may not be accurate because they offer a weak link to the underlying geography of a neighborhood. Changes in the spatial configuration within a census tract can have the effect of increasing or decreasing the density of poverty, and the cities that showed the most dramatic improvement in census tract rates simultaneously faced substantial and damaging shifts in land use. This paper uses a dasymetric mapping technique in a raster GIS environment to intersect population data in a block group layer with land-use categories from a land-use layer. I produce poverty counts and rates at a much finer spatial resolution than a block group, with an explicit spatial relationship between population and surrounding neighborhood characteristics. I illustrate the technique for the City of Detroit by measuring poverty concentration change between 1990 and 2000. I find that (a) a substantially larger share of poor people in 2000 lived in places that exceeded the standard 40-percent threshold than is calculated by the aspatial census-tract approach; (b) poverty became more concentrated in space during the 1990s counter to reports of diminishing poverty concentration that are based on the share of poor people in high-poverty tracts; and (c) poverty improved where neighboring land-use conditions also improved.

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STREET LAYOUT AND CONNECTIVITY: THE EVOLUTIONARY CONSEQUENCES OF NORMATIVE MODELS

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Morphological differences between street patterns have been described and documented using measures which capture the spatial connectivity and density of each type. Dill (2003) described the most common measures, which include intersection density as well as the distance between those intersections, block density as well as the average block size, and street density. The usefulness of the measures has been demonstrated by applying them to limited samples of urban areas to show how they capture intuitively evident morphological differences, for example between the grid street patterns and the cul-de-sac (Jacobs 1993). Other studies have used these measures to demonstrate correlations between form and different aspects of function – pedestrian usage (Hess 1997), car usage (Crane and Crepeau 1998), or patterns of land subdivision (Southworth and Owens 1993) just to name a few. More recently two new measures have been proposed. "Metric reach" captures the sum of street length reached from the middle of each road segment when moving outward in all possible directions for a given distance; "directional distance"

measures the number of direction changes needed to get to all accessible parts of the system (Peponis, Bafna & Zhang 2008).

Using GIS data from ESRI StreetMap 2003, we created a large database and analyzed, 118 sub-areas within the 12 largest metropolitan regions of the US, to compare the familiar planning measures along with the two new measures. We have explored correlations between the measures to ascertain that they consistently capture differences in street layout. We then used them to capture coarse distinctions between different periods in planning history, particularly as the sample was divided – initially by a significant point in history, the year 1950, and then, by the overriding morphological principles governing the configuration of the street network. Thus, we have quantified the familiar transformations associated with the suburbanization of the American metropolis – the creation of sparse, poorly connected, unintelligible space (Peponis, Allen, Haynie, et al. 2007).

In this paper we focus on particular projects and areas of historical significance, mostly in the pre World War II period, including Lakeside, Riverside, Radburn, and the Whitten study for New York. We use the analysis in order to discuss the influence of these projects on subsequent developments. Specifically we are interested in distinguishing between evolutionary trends which transform street layout but preserve connectivity, and trends which lead to increasingly less connected environments.

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[498]

MULTI-TEMPORAL AND SPATIAL ANALYSIS OF LAND USE AND LAND COVER CHANGE IN MADISON COUNTY ALABAMA

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Accommodating rapid human population growth while sustaining natural ecosystems has emerged as a fundamental challenge confronting society. Wear and Gries (2002) concur, stating that rapid population growth and its impacts on natural ecosystems is of particular concern because of the effects of urban growth and development on agricultural lands, forests and wildlife habitats. They demonstrate that burgeoning urban populations drive new development and result in zealous competition for land at the urban-rural interface. Vigorous debate between proponents of built and natural environments have made urban growth and the resulting sprawl, one of the most controversial issues in the United States.

The literature raises a number of important research questions about land use and land cover change, drivers and consequences. First is the need to focus on the types of land use and land cover changes that are

occurring; how fast they are occurring; how these changes compare with those in the past; and what does it all mean for future environmental quality and sustainability (Sisk, 1999). Zipperer et al. (2000) and others contend that the fundamental processes that explain the type, rate and spatial characteristics of land cover change are still poorly understood.

A second research need is to document the complex mosaic of changing land-cover patterns at local scales which can have dramatic, cumulative impacts at broader scales. The shift towards understanding the impact of human activities on environmental resource sustainability, with an aim of improved management of land use and land cover is driven by the recognition that regional and global-level changes are influenced by the local changes. Drivers of land use/land cover change are found to be location specific, driven by location specific behavior making fine-scale analysis critical to the study of land use and land cover change.

Third is the need to research how and why urban processes result in specific spatial pattern for future development and management of urban areas. The literature also point to a general lack of comprehensive data on the types and rates of land use and land cover changes and even less systematic evidence on the causes and consequences of the changes. They found that a lack of local and regional data of sufficient reliability and temporal and geographic detail frustrates attempts at fine-tuned assessments of the implications of such changes.

The purpose of this research is to provide answers to these research questions by documenting the types, geographic distributions, and rates of urban land cover change over 20-year period in Madison County Alabama, and analyzing key drivers and consequences of urban growth through the integration of socio-economic and demographic data with remotely sensed satellite data.

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[499]

TRACING SCATTERED AND VANISHED LOCAL BUSINESSES: A METHODOLOGICAL EXPLORATION

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The balanced mix of residential and retail uses has become a given assumption in new urbanist planning. Similarly, community economic development literature stresses the need to encourage the “virtuous cycle of retail” to occur, in which retail businesses revitalize neighborhoods and provide jobs to local residents (HUD, 1979; cited in Fitzgerald and Leigh, 2002: 132). Yet there has been little research into an ideal mix of residential and retail, the factors required for neighborhood establishments to succeed, or the decisions that local businesses make in response to changed conditions. To begin to determine whether—and where—neighborhood conditions may have an effect upon local retail and service establishments’

movement, closure or failure, several data sources were used to track Chicago businesses between 2000 and 2003. Historical Dun and Bradstreet data was analyzed for locally-owned Chicago business establishments. Public records including Chapter 11 and Chapter 7 bankruptcy filings and Cook County Assessor’s data were also compiled and compared. In some cases, commercial properties and business names were field-verified. While previous authors have explored the limits of Dun and Bradstreet data (e.g., Armington, 2004) and bankruptcy face sheets (Sullivan et al, 1998) the purpose of this study is to compare and contrast the two types of data. In general, the public and private sources were found to be in agreement, but a detailed analysis of the discrepancies and limitations suggests that “mom and pop” retail and service businesses in communities of color may be underrepresented in Dun and Bradstreet, and firms that exist only on paper may be over-represented in business bankruptcy filings.

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[500]

ENVIRONMENTAL INFLUENCES IN AN URBAN SPACE ON THE COGNITION OF LANDMARK AND ON THE CHOICE OF ROUTE

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This dissertation investigates the influence of the urban environment on the spatial cognition and behavior of an individual. Through research we decided to divide the urban environment into two categories, a physical and a spatial environment. Mental maps influence human spatial behaviors such as our path finding abilities. These interdependent relationships are hypothesized and verified through statistical analyses. Data collected from the physical environment includes: the global/local integration, connectivity, control, depth of the space syntax and measure of the isovist area, circulation and maximum radial factor in the Isovist variable. Questionnaires were organized by the individual’s innate path-finding ability and cognition of the landmark. Cognition of landmark is a measure of the cognition frequency of the landmark, the area and density of cognition. Path-finding characteristics refer to the performance and ease of the individual’s choice of route. This data is analyzed through ANOVA, regression, and structural equation analysis methods. The analysis revealed that Myeong-dong and Insa-dong portrayed characteristics of a lower level physical and spatial environment compared to another area. These differences in environment influenced the individual’s path-finding ease. In addition, the analysis revealed that the individual’s cognition of

landmark was influenced more by the spatial rather than the physical environment. In addition, the analysis of the structure model revealed that the individual's innate path-finding ability creates a positive influence in regards to the cognition of landmarks. As a result, the significance of local landmark in regards to our spatial cognition was verified. In applying these results in city planning, a preference to the spatial environment must be given to enhance the intelligibility of the urban space.

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[501]

USING A REGIONAL ECONOMETRIC INPUT-OUTPUT MODEL TO DERIVE THE DEMAND FOR NEW LAND IN LAND USE CHANGE SIMULATION

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Recent improvements in land use change simulation models have made the technology more approachable and useful in planning and policy-making practices. The usefulness of these models, however, may still be somewhat limited by their approaches to land demand derivation. With few exceptions, land use change simulation environments are focusing efforts on allocation while the demand for new land, which controls the allocation process, is assumed or projected with simple extrapolation techniques. This paper focuses on an approach to deriving regional land demand using a regional econometric input-output model. The calculated demand is then processed for allocation by coupling to a dynamic land use change simulation model.

In this study, we demonstrate our novel approach to deriving a regional demand for land by first considering regional population and employment in future projected by a regional econometric input-output model. We then describe techniques for processing this information for use as part of the Landuse Evolution and Impact Assessment Model (LEAM) allocation process. The processing techniques consider intra-regional dynamics (Pallathucheryl & Deal 2007) as well as regional demographic and economic changes over time to generate a yearly probable demand for land in the region. The coupled demand derivation and allocation approach are then

applied to the Chicago metropolitan region for the development of future land use projections. Outputs and alternatives are presented in map and graph form. We hope to show that demand derivation can be an important and intractable part of developing meaningful land use projections.

We conclude this paper by discussing the remaining limitations of the present methodology and identifying potential future research including the need for feedback mechanisms that can relate the effects of resultant land use patterns back to the regional economy.

Note: The presenting author is a Ph.D. candidate under the supervision of Geoffrey J. D. Hewings (hewings@uiuc.edu). This paper is drawn from a research, which will be a part of the author's dissertation.

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[502]

POSTER: AGENT-BASED MODELING OF INFILL DEVELOPMENT DYNAMICS IN CHANGING URBAN ENVIRONMENT

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There are many actors involved in an infill development process. On the supply side, there are land suppliers, developers, and builders. On the demand side, there are households, offices, and retailers. In between both sides, there are real estate agents, financiers and governments. The interactions between those actors formulate densely configured built environments in more central locations in our cities.

This research assumes that developer's final decision to embarkation of an infill development or developer's profitability from an infill development is a result of interactions between government actions (financial and/or non-financial incentives) and developer's operational ability (experiences and/or the relationship with builders) and marketing ability (advertisements and/or the relationship of real estate agents) and demand for the development (from households, offices, and retailers) in changing real estate market environments.

There are widespread survey evidences from various sources that people's preferences for living, working, and shopping locations are changing (AARP, 1996; Builder, 1997; NAHB, 1999). Supposedly generated by aging baby boomers, affluent Yuppies, and increasing immigrants plus other socio-economic factors including mounting traffic congestion, decreasing crime in downtown areas, decreasing amounts of developable land, growing emphasis on smart growth,

and neo-traditional urban design, the emerging trend is clear that the supply opportunities to satisfy consumers' desires for denser environments are increasing (Myers et al, 2001).

However, infill development is still not an attractive option for developers when compared to suburban greenfield development mainly because of its higher costs and uncertain profitability. Many local governments in the US use financial and/or non-financial incentive programs hoping to increase the possibility of developing inside their territories and to reduce sprawl. In addition, increasing number of local governments provides or requires design guidelines aiming to promote better physical environment which hopefully provides comfort and visual interest for citizen, especially for pedestrians.

The effectiveness of financial incentives and some non-financial incentives including FAR increasing and zoning relaxation is relatively clear when compared to the effectiveness of urban design guideline because they can be easily translated to monetary terms. Even though the cost of following design guideline is measurable, the effectiveness of urban design guideline is difficult to measure and there was little approach to measure such regulatory requirement in fiscal format. In this research, an attempt was made to measure the effectiveness of different kinds of incentive systems including design guideline using ABMs (Agent-Based Models). This research expands the household agent module and shopper agent module presented at the last ACSP meeting and adds pedestrian agent module to construct a more robust ABM system testing infill development dynamics in changing world.

Drawn from an approved dissertation proposal
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[503]

INTRODUCTION TO PRE-ORGANIZED SESSION PLANNING SUPPORT SYSTEMS: A STATUS REPORT

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This session provides a report on the current state of the art in GIS-based planning support systems (PSS). The papers describe operational planning support systems that have been developed and applied in a number of locations across the United States and around the world. It provides a current update on the PSS reviews provided by Brail and Klosterman (2001) and Geertman and Stilwell (2002).

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[504]

A NEW TOOL FOR A NEW PLANNING

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This paper begins by considering three images of planning that have shaped the profession since its inception roughly 100 years ago. The first image, "planning as design" assumed that public sector planning was identical to the private sector work of architects and engineers. The second, image, "planning as an applied science" assumed that planning could, and should, be a value-neutral applied science like engineering. The third image of "planning with the public" characterizes current attempts to use consensus building, design charrettes, and similar techniques to promote citizen-based planning.

The paper then proposes four principles for developing computer-based tools to support planning. The first principle, "All Models are Wrong; Some Models Are Useful," suggests that while all models are by definition, incomplete, they should be evaluated with regard to their suitability for a particular purpose. The second principle, "Prediction is Hard, Particularly about the Future," recognizes that it is impossible to predict an unknowable future. The third principle, "Keep It Simple Stupid (KISS)," suggests that models to be used for public policy making should be as simple and understandable as possible. The final principle, "Use It Because It's BAD," suggests that planners should make the best use of available data because even though they are inevitably "bad," i.e., incomplete and inaccurate, they are also "BAD," the best available data.

The paper concludes by describing how these principles have been implemented in a GIS-based planning support system for supporting community-based planning with the public.

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Klosterman, R.E. 2007. Deliberating about the future. In *Engaging the future: Forecasts, scenarios, plans, and projects*, L. D. Hopkins and M. Zapata, eds. Cambridge: Lincoln Institute of Land Policy, 2007

[505] **THE ECONOMIC EFFECT OF CALIFORNIA'S ENTERPRISE ZONES**

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The California enterprise zone program represents the state's primary policy effort to encourage local economic development. The program's goals are to raise employment and incomes and to reduce unemployment and poverty. Prior studies of the effects of enterprise zones in California and elsewhere on employment growth and business formation have yielded inconclusive or unconvincing results. Using the National Establishment Time-Series (NETS), a longitudinal micro-level establishment dataset prepared by Walls & Associates from the annual Dun & Bradstreet files, this study examines how enterprise zones affect employment and business dynamics, including the creation of new businesses, the expansion of existing businesses, and the relocation of businesses into enterprise zones. We also examine how program effects vary over the life of an enterprise zone and across zones and evaluate the implications for program design.

California's enterprise zones do not follow census tract, zip code, or other existing geographic boundaries. For our analysis, we digitize historical and current maps of California's enterprise zones and geocode the NETS database of California establishments to determine precisely which businesses are inside enterprise zones. Using carefully designed control groups, we estimate the effect of enterprise zones on employment dynamics, test for lagged and lead effects, and test for interactions between zone designation and area characteristics.

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[506] **BOOM, BUST, AND REGROUP: THE MULTIMEDIA INDUSTRY'S IMPACT ON THE SAN FRANCISCO BAY AREA**

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Research by Hutton (2004) demonstrates that the dot-com boom had lasting impacts on urban form in cities where the "new economy" concentrated. His work focuses on the role of the knowledge-economy base in reviving central cities. Several earlier studies emphasize the interdependence of urban centers within the region and their interactions during times of economic change (for example, Coffey, Polese and Drolet [1996] Fujii and Hartshorn [1995]). In San Francisco the impact of the dot-com boom and bust on the city economy and real estate market was quite controversial. Among the issues that arose were the displacement of manufacturing and distribution jobs from "South of Market" and the rise in commercial and residential rents. These concerns in turn raise a number of other questions--did displacement from San Francisco lead to opportunities for surrounding struggling economies (Oakland or Richmond, for example), or did the dot-com boom spread growth (and displacement) through-out the region? Did the work move or the firms move? (See research by Neumark, Zhang and Wall (2006) that compares the role of relocation with firm births and deaths in regional employment growth).

This paper uses the National Employment Time-Series (NETS) database (Walls & Associates 2006) of individual firms and establishments from 1990 through January 2005 as well as more detailed firm case studies to examine how growth of the multimedia industry and related start-ups affected San Francisco, and spillover from these effects to surrounding cities. We examine the role of firm births, deaths, and relocations, as well as the relocation of jobs and branches within firms during the dot-com boom and bust. In addition to reporting findings on the region's complex growth patterns (with the dot-com boom and bust overshadowing other trends) and implications for economic development practice, the paper discusses the challenges of adapting the NETS data to address these questions.

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[507] **SPATIAL PLANNING FOR SUSTAINABLE CITY-REGIONS** **Legates, Richard T.** [San Francisco State University] dlegates@sfsu.edu

The United Nations estimates that twenty percent of the world's population live in 439 urban agglomerations of 750,000 or more (UN, 2006)—more than triple the number of fifty years ago. Almost all of these agglomerations are city-regions that spill beyond the bounds of a single city. These agglomerations generate a disproportionate share of the world's wealth, and most of the world's technological innovation (Florida, 2007). City-regions consume a disproportionate share of the world's resources and contribute disproportionately to global climate change. The way in which they evolve will largely determine the sustainability of the earth and the quality of life for humankind. Accordingly, city-regions are the appropriate unit of analysis for large-scale, long-range urban planning for sustainable urban development worldwide (United Nations, 2006, Lang and Dhavale, 2005, Global Insight, 2006).

City-regions face enormous planning challenges due to continuing rapid population growth, economic restructuring, and fundamental changes in their built environments (Scott, 2001). Political fragmentation and the absence of effective regional planning structures pose enormous challenges to city-region planning.

While systematic city-region planning is in its infancy, some planners are using Geographical Information Systems (GIS) and computerized urban planning decision support systems to analyze, map, model, and plan city-regions. Metro's regional land information system (RLIS) and 2040 Growth Concept plan in the Portland, Oregon region is exemplary of the way in which spatial data from multiple jurisdictions in a metropolitan area can be used for this purpose (LeGates, 2005).

This paper will describe how GIS and related spatial information technologies are being used to understand and plan some world city-regions, based on a literature review, statistical and spatial analysis of United Nations and World Bank data, and field research in The U.S., UK, China, and the Czech Republic.

The first part of the paper will provide a longitudinal and cross-sectional description of the growth and current status of urban agglomerations based on:

(a) UN data on the population of 439 world agglomerations of 750,000 people or greater from 1960 – 2005 (United Nations, 2006) joined by the author to vector GIS shapefiles mapping the location of the agglomerations, and (b) World Bank data on the total population, percentage of the population that is urban, and the annual percentage change in the urban population, for all 209 countries in the world from 1955 – 2005 also joined to vector GIS shapefiles (World Bank, 2006).

The second part of the paper will be a qualitative analysis of materials from the World Wide Web and secondary data from 30 U.S. Metropolitan Statistical Areas (MSAs) and 30 city-regions in Europe, Asia, South America, Africa, and Australia from the UN's list of agglomerations stratified by population and geographical region describing how spatial planning decision support systems are being used for long term city-region planning.

The final part of the paper will be a discussion of city-region spatial planning decision support systems based on interviews of regional planners and academics involved in city-region research conducted by the author in the U.S., UK, China, and the Czech Republic.

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[508]

PROGRESSIVE CITIES IN THE REGIONAL CONTEXT: THE IMPACT OF URBAN LIVING WAGE LAWS ON THE SPATIAL DISTRIBUTION OF JOBS WITHIN CALIFORNIA METROPOLITAN AREAS

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Faced with a polarized labor market and a competitive international marketplace, city leaders and planners attempt to develop middle class jobs through a variety of strategies. These strategies typically aim to entice private businesses to create high-paying jobs through either direct subsidies or by fostering an environment conducive to innovation or, more generally projecting a positive "business climate" within regional and global arenas. Since 1994 however, "living wage" ordinances—now enacted in 140 local jurisdictions nationwide—have emerged as an alternative response to labor market polarization in urban areas. By raising costs for employers and taxpayers, these laws run counter to dominant economic development practices and are seen as a threat to the local business climate (Bartik 2004). Previous research on living wage laws have focused on the overall costs and benefits to individual cities (Fairris et al. 2005) or have relied on public data sources with limited sample sizes for smaller cities (e.g. CPS) (Adams and Neumark 2005). In this paper I provide a direct test of the "business climate thesis" by estimating the impact of living wage laws on the spatial distribution of employment within metropolitan areas.

A major innovation in this paper is the use of a geographically refined, private sector database to measure the employment impacts of an urban policy. The National Establishment Time-series (NETS) dataset provides time-series data on employment and establishment births and deaths at the firm level. I construct a panel data set that tracks employment levels for all California jurisdictions with a living wage law between 1990 and 2005. I use an event study methodology that controls for regional trends to estimate the impact of living wage laws on employment change in "treated" jurisdictions and changes in the city-suburban employment ratio. This paper will shed light on the ability of progressive urban areas to take the lead on addressing inequality in the context of a complex and highly competitive metropolitan environment.

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[509] THE QUADRALOGUE CONCEPT FOR STRATEGIC PROJECTS ASSESSMENT

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To elucidate another perspective position on evaluation of projects that are relevant in terms of large spatial impacts more concepts are needed. Scalar dynamics impacting on the nature of hierarchies, logical or operational scales and scale-bending or jumping is a most useful concept. Another way of describing and analyzing projects is to classify them according to the concept of multiplicative versus additive realities. These are basically the two ways of obtaining a result from a multicriteria methodology adding and multiplying, that is, the additive approach is the underlying method of the classic overlay analysis while the multiplicative thinking is from urban planning. Projects from South Florida and the Algarve region in Portugal are chosen to illustrate the concepts and to demonstrate the methodological concerns of the Quadralogue. Given the ambiguity of the concept, the choice of the projects fits into a single class of activity as urban entertainment/attraction in regions that have similar areas, climates and location of leisure amenities. These similarities allow on principle for more reliable outcomes of the overall assessment. The chosen case studies show that borders and scales are not definite as taken in traditional discourse and that there is a wide range of scales from local to global and vice versa, that should be traced and accounted for along significant time spans. This relational complexity leads to the necessity of the use of complex descriptors as the ones proposed in this paper, as they foster more socially-just and inclusive modes of governance centered on qualities of place and dynamics of space. These challenges for new concepts and perspectives help to improve the role of planning and planners in a context of growing globalization.

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[510] SIMULATION AND INVESTIGATION OF THE PATH DEPENDENCY OF TRANSPORTATION POLICY

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The central focus of this research is the hypothesis that the development of a city and its transportation system and use are highly path dependent processes in which the opportunity for effective intervention arises only during the period during which a new technology or certain way of life (auto-dependency) are being adopted. For example, as documented by Giuliano and Hanson (2004) experiences from around the world suggest it is nearly impossible to halt the powerful inertia of automobilization that is driven mainly by the growth in income. Phenomenal rate of auto-ownership rates in the affluent areas of China and India are recent examples.

On the other hand, if we take a look around the world today, there are exceptions to the inevitability of auto-dominance. Some affluent cities, for example, Tokyo, Paris, Moscow, New York and Curitiba have been able to achieve a combination of high levels of transit usage and income. While there have been numerous attempts to examine the effects of various transportation and land use policies on modal usage (Zhang, 2006), we are not aware of any efforts that used simulation tools to investigate the timing of the introduction of those policy tools.

The hypothesis examined in this paper is that during the development of a region, which can be defined by the auto ownership rate and income, the effectiveness of any reasonably feasible policies to halt or reverse the inertia toward the auto-dominant transportation system is heavily dependent on the timing.

Rigorously examining such hypothesis requires a dynamic model of an urban region. It is essential that the model is capable of capturing the dynamic interactions between socioeconomic factors, transportation policies, and land use. For discussion of the advantages of applying agent-based model in the simulation of urban environment, see numerous publications by Batty (e.g. Batty, 2005).

At the 2007 ACSP meeting, we presented a prototype of the Agent-Based model that incorporated some aspects of those interactions in a simplified manner. At 2008 ACSP, we will present the completed model and results of policy simulations. The key improvement is the endogenous linkages between land use, transportation and socioeconomic changes. We expect the most valuable contribution will be informing the policy makers and planners in fast-growing regions of developing countries because the potential benefit of government intervention is still quite high.

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[511]

SYSTEMATISING THE QUALITATIVE: A META-FRAMEWORK FOR THE DEVELOPMENT OF EVOLUTIONARY GENERALISATIONS

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Qualitative research was long viewed as an 'inferior' or secondary methodology, primarily for its inability to develop (statistical) generalisations. Today, however, qualitative research is widely used across many disciplines and is generally considered to have come of age. Despite this, the rise of 'conservative scienticism' in the guise of evidence-based policymaking has provoked antagonism within some quarters who see this approach as a neo-positivist attack on qualitative methods and methodology. Whilst there may be some truth to this there is an opportunity for qualitative researchers, particularly those who work within applied policy contexts, to embrace evidence-based policymaking to the mutual advantage of (applied) qualitative research, policymaking and those who ultimately stand to benefit from planning policies, local communities. This paper argues that in order to develop a more comprehensive understanding of urban social problems qualitative planning research(ers) need to adopt a more systematic outlook and approach to their endeavours that will facilitate the development of an evidence base that produces evolutionary generalisations. A meta-framework to achieve this goal is subsequently presented.

[512] BUSINESS AS USUAL IN CALIFORNIA'S SUBURBS?: EXPLORING THE DYNAMICS OF FIRM BIRTHS AND RELOCATIONS, 1990-2005

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Almost thirty years ago, David Birch (1979) challenged the conventional wisdom about job creation by showing that small businesses were responsible for generating the majority of new jobs. Birch relied on longitudinal data from Dun & Bradstreet, and though his results were subsequently challenged (Armington & Odle, 1982; Harrison, 1994), his approach of looking at firm births, deaths, expansions, and contractions has shaped the next generation of entrepreneurship research.

Yet, research on business location (which generally argues that suburbs and boomburbs are outcompeting cities for firms) has generally avoided using longitudinal data (Hill & Brennan, 2005; Lang, 2007; Persky & Wiewel, 2002). As a result, this literature tends to provide snapshots of business concentration at different time points without offering any insight into whether firms are migrating within or between regions, and if so, why.

In this paper, we explore business location in California's suburbs using the National Establishment Time Series (NETS) data from Dun & Bradstreet from 1990 to 2005. By using the NETS, we are able to ascertain where firms decide to locate as they start up, expand, and contract. We begin by examining the extent to which new firms locating in the suburbs are births, as opposed to relocations from urban areas, other suburbs, or other regions. Then, for a subset of firms that are relocating to the suburbs, we explore three alternative hypotheses about why they move between and within regions: first, that relocation is a function of an industry's product cycle and the globalization of the industry; second, that relocation depends on labor force demographics; and third, that relocation is closely tied to patterns of suburban physical development, including residential density and infrastructure investment.

Our preliminary findings indicate that business relocation is not as predominant a factor in suburban job growth as suggested by the literature; rather, many new suburban firms are startups. The causal picture is more complicated than a simple movement from city to suburb as firms mature, with different patterns in different industries.

By relying upon detailed longitudinal business data to study firm location patterns, this research demonstrates the complexity of location choices and thus overturns the conventional wisdom about the competitiveness of suburbs relative to the urban core. The findings of this research will have implications for state and local policymakers in their decisions about economic development incentives, infrastructure spending, and planning for housing and transit.

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[513] RECREATIONAL TRAVEL AND ITS CONSEQUENCES - APPLICATIONS OF AN AGENT-BASED SIMULATION TO OPEN SPACE PLANNING

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Recreational travel including walking, biking, horseback riding, and use of recreational motorized vehicles is one of the fastest growing recreational activities in the United States. Although planners have praised some modes of recreational travel for their health benefits, much of the growth in this type of travel has occurred through high-impact, mechanized modes including mountain bikes, off-highway vehicles (OHVs), motorized bikes and All-Terrain Vehicles (ATVs). High-impact travel is associated with significant damage to open landscapes across the United States including deterioration of habitat quality, destruction of cultural artifacts, soil erosion, water quality declines, and spread of invasive weeds (Havlick, 2002). In this presentation, I report on the development and testing of a major planning support system designed to aid decision-makers in management of travel on public lands. This project is in its third year and undertaken in collaboration with 9 Bureau of Land Management and U.S. Forest Service district offices in Oregon, Colorado and New Mexico. Pilot demonstrations have been completed at 2 sites and are now being evaluated. This travel planning tool has three parts: a

model of travel preference, a tool for route evaluation and a platform for public comment on travel plans. In this presentation I focus on the preference modeling component, an agent-based simulation that describes how different types of travelers select routes and navigate across the landscape. This model is unusual because it is rooted in a morphological description of social routes constructed on remote sensing information. Preferences are derived from map-based interviews with users at 3 sites. Agents use network, route segment and landscape information to select paths across the landscape. Agents also interact around congestion and other effects related to competing travel demands. Validation is based on historical data. The model generates levels and types of landscape disturbance as well as comparisons of alternative travel policies and route configurations. This project builds on other open-space travel models such as Space Syntax (Choi, 1999), and advances the modeling literature through its use of remote sensing data to identify complex social route patterns, collection of interview data to identify detailed recreational vehicle preferences, and its close integration with an applied and tested planning support system.

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[514]

LAND USE PATTERNS AND ACCESS IN MEXICO CITY

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The problem of distribution of land uses in urban space in Latin American cities has been examined under different perspectives. Existing models for these cities (Crowley, 1995; Ford, 1996; Griffin and Ford, 1980) and even for the particular case of Mexico City (Luiselli, 2003; Ward, 1990) offer a comprehensive view of their organisation. However, they tend to model patterns of population and land use as a consequence of social and economic processes and fail to address urban space as an intrinsic variable in these processes. Instead, the theory of cities as movement economies (Hillier, 1996) argues that land use patterns are influenced by movement flows, which are in turn strongly affected by the urban grid (Hillier et al, 1993). As a result, land uses such as retail would seek highly accessible locations to take advantage of such flows while residential uses would avoid them.

This paper addresses the relationship between patterns of accessibility and land use in the first ring of Mexico City as a spatial strategy. We adopt a new functional description of the city where plots are nodes connected to flows that represent the street network. This model resembles the pioneering work of Kruger (1979) and enables us to measure accessibility at the level of plots. Following this, we focus on the occurrence of land use types in highly or low accessible locations. If the distribution of land uses were random, the proportion of land use types would be more or less uniform throughout the area. We find that increasingly highly accessible locations at several radii have increasingly high concentrations of retail and the opposite is true of residential uses. We show that the relationship between accessibility and land use is not linear and adapt a number of scaling methods (Carvalho and Penn, 2004; Newman, 2005) into a 'pattern matching' technique in order to explore new aspects of such distributions. Finally, the analysis points out that specific land uses are associated to particular spatial characteristics.

This study presents doctoral work-in-progress aiming to further understand the structure and organisation of Mexico City. It is therefore proposed that urban space and form and its relationship with land use distribution play a vital role in actual and potential access to assets that should be examined in detail in order to support inclusive institutions --policies-- and foster microeconomic development.

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[515]

ASSESSING PUBLIC FACILITY NETWORKS EFFICIENCY LEVELS THROUGH SYNTHETIC ACCESSIBILITY MEASURES

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The main aim of this paper is the evaluation of the locational effectiveness of public services networks by analyzing the conceptual triangle people – transport system- facilities. The proposed methodology consists of two main phases of procedures implemented on a GIS. In the first phase an aspect of the efficiency of bus stops network results by the creation of service areas in different walking distances where a part of population and public services fall inside. Percentage of populated points (junctions) and percentage of public services intersecting service areas are a measure of public bus network evaluation and an important element of the final evaluation image. In the second phase, population and public services locations are assigned to their closest bus stops (according to walking distance) and a clustering of results is created in order to group bus stops

according to services and population percentages assigned to each one. The final step includes the definition of quantitative measures of efficiency assessment in a synthetic framework.

[516]

A METHODOLOGICAL FRAMEWORK FOR A POLITICAL APPROACH OF MIXED LAND USE, TESTED IN THE URBANISED REGION OF FLANDERS, BELGIUM

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Last year, the Centre for Mobility and Spatial Planning of Ghent University (Belgium) developed, under the authority of the Flemish Department of Spatial Planning, a methodological framework to deal with policy questions on mixed land use. The resulting framework seems interesting for every policy maker or designer who wants to explore the spatial concept of mixed land use or multifunctionality in (similarly) highly urbanised regions.

First, the paper explores the abstracted typology of multifunctionality developed within the research project. This typology finally consisted of twelve categories and focused on three basic dimensions of mixed land use: space, relationships and time. 'Overlap', 'symbiosis', 'good neighbours' are only three examples of these categories. Parameters/characteristics used to analyse and position a region in relation to this typology of multifunctionality are scale, environmental tolerance, continuity, periodicity, relationships and accessibility. At different spatial scales, the framework makes it possible to formulate policy suggestions on how the mixed land use in a specific area could develop or which dimensions of multifunctionality are important for the area,

Next, since the same parameters are used to characterise particular land uses, it is also possible to define the impact on multifunctionality of a specific land use to be introduced in an area. In other words, the framework assesses which of the three dimensions of mixed land use are influenced by the new land use. As a consequence, the framework makes it possible for policy makers to evaluate whether or not the mixed land use of a certain area will evolve in the desired direction. The framework can also formulate suggestions for the spatial design of a detailed program in a specific spatial context.

Finally, the paper will briefly address the try-outs of the methodological framework in case studies in Flanders.

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[517]

GEOVISUALIZATION AND SPATIAL STRUCTURE: AN EXAMPLE FROM THE 2001 CENSUS IN THE UNITED KINGDOM

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In common with all national census operations, the United Kingdom produces large amounts of data in its decennial Census. One of the most interesting outputs is its origin-destination data series which covers commuting and migration patterns, at different geographic levels, for the whole UK. The 2001 data on this topic was the most comprehensive and spatially precise ever produced and offers users numerous possibilities for fruitful analysis. However, a critical issue with such datasets is their sheer size and the technical difficulties users experience when handling them. For example, the ward level migration file includes movements between some 10,608 areas in the UK - a potential matrix of 112,529,664 cells. In reality, there were significantly fewer movements than this, with a total of 851,317 individual inter-ward linkages. Nonetheless, this still represents a major challenge to researchers who want to understand local patterns of population mobility in the national context. This paper therefore makes use of emerging GIS geovisualization techniques in order to make sense of such large interaction data matrices and to illustrate the added value of taking such an approach. The paper has three parts, as follows. First, the general approach to mapping origin-destination data is described, with reference to previous attempts in the field. Second, the results of the analysis are displayed in the form of numerous maps and further written commentary. It is clear from the analysis that the potential for understanding the geography and impacts of inter-ward migration in the UK is significantly enhanced through the use of this geovisualization technique. Finally, the implications of taking such an approach are considered in some detail, particularly with reference to how spatial analysis techniques such as this are able to provide new information on the nature of spatial structure in the United Kingdom.

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[518]

ILLUMINATION OF URBAN SPACE USING DIGITAL SIMULATION METHODS, EXEMPLIFIED ON THE UNESCO WORLD HERITAGE SITE OF BAMBERG

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The photorealistic visualisation of lighting-scenarios with the help of virtual 3d city models is gaining importance as a tool, helping to make decisions in the process of planning. This form of presentation makes sense to every spectator very quickly and in a definite way, thus it makes collaboration easy especially in interdisciplinary planning teams. Moreover the light-planner has the possibility to check his design in a virtual surrounding and therefore gain additional reliability for his planning. The displayed, exemplary, workflow and the techniques belonging to it, allow to show situations

during the course of planning and to present the current state of planning realistically. Hence the quality of planning can be enduringly improved, through experimental use of new materials and ideas. Moreover alternative planning that does not show the right results can be eliminated very early in planning process, with not need for special investments to do so. The World Heritage Site of Bamberg consists of nearly 1000 individual buildings. In addition to that are historic and cultural outstanding monuments like the cathedral of Bamberg. To preserve the aesthetic entirety of the city, it is important, to the setting of lighting-installations and the “daily” lighting, to archive a continuous illumination adequate to the memorial. These hotspots are being displayed as examples in the World Heritage Site of Bamberg. This paper is a compilation of one dissertation in progress with the title “Realtime Planning – Interactive and virtual methods and models in spatial Planning/ in german: Echtzeitplanung – Interaktive und virtuelle Methoden und Modelle für die Planung” and a prospective dissertation with the working title “Light planning systems and methods for illumination (world) heritage sites – A comparison between Germany and Egypt. In the Realtime Planning work, the author figured out inter alia in different best practice example the use of digital city models the practical use of virtual city models, e.g. for digital light planning. The other work will compare digital lighting methods and the practical use in different planning cultures. In both case, the dissertation supervisor is Prof. Dr.-Ing. Bernd Streich, Technical University of Kaiserslautern, streich@rhrk.uni-kl.de

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FROM BANGALORE TO THE BAY AREA: COMPARING TRANSPORTATION AND ACTIVITY ACCESSIBILITY AS DRIVERS OF URBAN GROWTH

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Given that urbanization will be one of the major environmental challenges of the 21st Century, an understanding of the factors that drive urban spatial form will be critical for urban—and ultimately environmental—sustainability. We hypothesize that easy access to other people for economic or social reasons is one of the primary drivers of urban form. Following from this, a city's spatial form is largely determined by the time-cost of access to transportation and activities. We use a stochastic pixel-based model to test the hypothesis of accessibility-driven urban growth using two case studies: Silicon Valley, U.S., and Bangalore, India. Urban land cover change information is derived from a historical time-series of digitized maps for each metropolitan area. This study is the first to develop a spatially explicit modeling approach to urban growth in a developing country context and in a comparative international framework. Our analysis shows that Silicon Valley's relatively inexpensive auto-based transport, dispersed employment locations,

and high labor force participation rates have resulted in intermittent and expansive highway-oriented urban growth patterns. In contrast, Bangalore's expensive non-auto transport, low participation in the formal economy, and emphasis on informal economic activity has produced a tighter clustering of urban development near existing urban locations. Over time, decreasing transport costs in both locations have led to increased dispersion of urban development. Economic growth in India and the inflows of IT-related foreign investment in Bangalore may further create urban forms increasingly similar to those found in the Silicon Valley. The results have important implications for the development of policies that may lead to more sustainable forms of urban development.

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DEMAND OF NEW CENTRES – THE CASE OF LISBON Serdoura, Francisco M. [TU Lisbon] fs@fa.utl.pt

The evolution of the town planning process and of the Lisbon's urban structure finds more than functional and formal issues for the development of the city, as the needs of the citizens change and so do the urban functions.

In the last 50 years, town planning was related, on one hand, to the topographical restrictions of the territory, which oriented the expansion of the city for areas of better accessibility (regular terrain), forgetting urban regeneration in areas of less accessibility (irregular), like some areas near the center of the cities, and creating functional and spatial segregation, with the consequent degradation. On the other hand, there was a constant absence of coordination between town planning process and urban management, imposed by an executive power that promoted small interventions, not associated with the strategy of the city development and, mainly, without relation with their urban context.

The last decade led to the elaboration of more operating processes of planning, trying to resolve the problems of previous decades, through the promotion of the unity of the territory, intending to integrate the urban management of in the proceedings of city planning. The use of technical analysis of the spatial structure evolution (space syntax) of Lisbon provided a better comprehension of the results of the town planning, while promoter of city development, supported by the urban management.

The methodology analytical-descriptive applied in this work enables the comprehension of the most important aspects in the

transformation of land use, associated to the emergency of new centres in Lisbon, which correspond to areas with better accessibility and more capable to the location of economically dynamic activities.

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"PREFERENCE MODEL": A QUANTITATIVE APPROACH TO SPATIAL PLANNING DECISIONS, THE CASE OF ISTANBUL METROPOLITAN AREA

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The growth of cities and obviously the spatial direction of urban development are affected by location choice of occupiers. However, decisions made by professionals like politicians, developers and urban planners on that issue does not seem to have an objective method to be tested by quantitative processes. It is basically derived from the fact that urban planning originates from social and behavioral sciences which is not always easy to measure its intentions in rationalist ways. This problem of scarce scientific data analysis methods in planning made us do a study that converts the qualitative research language into the quantitative one. Aim of the study is to determine the parameters of location choice of occupiers and to formulate it in a model named "Preference Model". The experimental application in this study is derived from the research on Istanbul Metropolitan Area done in the year 2007 by using urban parameters mentioned above. A two-step-process is used as a method in which the first stage figures out the factors and motivations of location choices of urban settlers in a mathematical way and finally formulates the existing situation with regard to urban location choice parameters. The second stage follows the formulations of the first one and discusses the model in terms of the future projections on location choice. Thus, the paper aims to operationalize such an alternative model to be utilized in the decision making process in planning.

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[522]

A SPATIAL DECISION SUPPORT SYSTEM FOR TRANSPORTATION PLANNING USING URBAN INDICATORS FOR THE CHICAGO AREA

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Long-range transportation planning as a process no longer consists only of using travel demand models to make demand forecasts in a future year, in a context that is largely disconnected to the urban growth, land-use, industry and social/human services context. Although travel demand models continue to play a significant role, currently there is a significant public outreach and educational aspect to this process, which calls for a set of tools that can fulfill these roles as well as empower decision-makers and community residents of transportation with information on the urban transportation system's economic and social impacts.

To assist in this process, a Spatial Decision Support System (SDSS) of urban indicators has been developed for the Chicago metropolitan area. The SDSS consists of small-area indicators of employment accessibility, quality of public transportation, affordable housing and job locations that are finely grained by occupational/industry categories, school quality, crime levels, health-care accessibility and indicators of other economic and social dimensions. It also consists of a multi-criteria decision making system that enables decision-makers to identify areas that might suffer adversely on these indicators as a result of transportation planning decisions or to prioritize communities for investments. The presentation will discuss applications of the tool for Chicago area transportation planning process.

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METHODS OF CHRONOGRAPHIC ANALYSIS: A CASE STUDY

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Contents and objectives of chronographic analysis

Time-oriented planning started in the mid 80's in Italy and hance in Europe, so as to interpret the following structural changes:

- new uses of individual time following flexible working hours
- daily use of the large scale urbanized environment
- the change in the urban shape, from high density to an archipelago, with a mix of low and high density urban fabrics
- the shift towards a culture of planning as a participated process and towards governance issues
- the upcoming of new social actors, namely women, with a demand for a new urban quality
- the attention to the scale of the body and to the microscale of everyday life
- new demand of urban services expressed by city users

The Urban Time Plan aims at improving the quality of the inhabited city, by addressing three key issues: accessibility to general interest services, sustainable mobility, urban renewal.

Methodology of chronographic map-making

With respect to such contents and objectives, urban space is "made visibile" to a time-oriented look, by means of chronographic maps tracing the signs and indicators of:

- a) mobility, if they capture the role of the matrix-routes in the development and consolidation of settlements, both in a local and global network
- b) accessibility to urban facilities, if the service areas can be traced, where the natural gravitation of settled populations took and take place.
- c) Urban renewal, if they avoid the interruption of continuity between the life-spaces which time has constructed and those which the present is going to create;

At least three are the meaningful signs, for what concerns the form of the plan, which some structural maps can record as a useful reference for interpreting the present configurations: a) the (immaterial) signs of the borders, having defined through time the mesh of urban spaces within which associated life has developed; b) the main connection routes among near and far centres, along which settlements have developed and production sites and facilities concentrate; c) the spaces and sites having played an eminent role with the urban environment, favouring the development of the community's essential functions.

The system of prototypes of chronographic cartography consists in:

- Chronotope maps at the urban scale: distribution of the calendars of use of urban spaces
- Chronotope maps at the neighbourhood scale: distribution of the calendars of use of an urban area
- On/Off maps: yearly calendars of events in the urban area
- Dynamic maps: opening hours of localized activities, mobility attractors embedded in chronotopes
- Maps of the historical reconstruction of the city

- Maps for the classification of thresholds: permeability of public space.

The chronographic prototypes have been produced by LabSat at Politecnico di Milano, drawing on researches such as "Urban Times" (Bonfiglioli, 1997) and Itaten (Palermo 1997), and have produced technological innovations and corresponding patents: ChronoGIS (Politecnico di Milano) and Mobilis in Mobile (University of Bologna).

The contents, methods and instruments of chronographic analysis have been applied in the production of the Territorial Time Plan of the city of Bergamo, to be presented and discussed as case study.

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[524]

USING GIS TO ASSESS THE VIABILITY OF AGRITOURISM: A CASE STUDY OF SOUTHEASTERN MICHIGAN

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This paper describes how planners and researchers can use geospatial analysis to identify opportunities for agricultural tourism based on a case study of southeastern Michigan. Agricultural tourism (agritourism) is increasingly recognized as a strategy for strengthening local economies by sustaining small, independent and locally-owned farms and food processing enterprises, and promoting tourism. Thus, agritourism has the potential to increase the visibility of regional agriculture and spread awareness and knowledge about the local food system. We hypothesized that in southeastern Michigan, as in other regions that include large urban populations in proximity to rural areas, agritourism ventures need not rely solely on out-of-area tourists but can be substantially supported by local patronage. Using geographical information systems software (ArcGIS), we conducted geospatial analyses to map the current assets and opportunities within the regional food system in our study area. Thus, our analysis focused on the viability of agricultural tourism and education in southeastern Michigan based on existing locations of potential visitors including population centers and schools.

Using data from the US Census, US Geological Survey, Michigan Department of Agricultural and National Center for Education Statistics, we used ArcGIS to map existing agritourism locations and to identify potential local consumer bases and agricultural heritage routes. We found that most people in the region and most schools are located within a 5-25 mile driving distance of at least one agritourism location. Only 4.4 percent of people live within a one-mile walking distance from a farmers market. Since most agritourism sites have many potential visitors nearby, we show how GIS can generate tools such as databases and "user-friendly" agricultural heritage route maps that can be used by planners and communities to promote agritourism. From our case study, we conclude that using publicly available and low-cost data, local governments and non-profit organizations can effectively tap the great potential of GIS for informing agritourism planning and promotion.

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URBANSIM: AN EVOLVING PLANNING SUPPORT SYSTEM FOR EVOLVING COMMUNITIES

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In response to the growing interest, new Planning Support Systems (PSS) have emerged rapidly over the past decade. PSS cover the spectrum from 1) visualization tools that make it possible to get a 3-D, visual sense of what one alternative future or another might look like, to 2) sketch-planning tools that allow users to enter rules and then to visualize the outcome of those assumptions, to 3) simulation systems that attempt to model the behavior of urban agents and the potential effects of alternative policy actions such as building more freeways, or adding congestion tolls to existing ones, or adding transit capacity and bicycle lanes, to implementing urban growth boundaries or policies to densify encourage mixed-use development in more walkable urban centers. UrbanSim falls in the third category of PSS, but attempts to also provide accessible visualization and stakeholder interaction. This paper describes UrbanSim, and how it addresses some of the challenges and opportunities presented by the current climate of interest in using information technology to enable more effective community visioning and decision-making on issues related to land use, transportation, and the environment – issues that are inherently controversial and often politically intractable.

UrbanSim is an urban simulation model system that has been evolving continuously since it began as a project in the late 1990's. It is developed by the Center for Urban Simulation and Policy Analysis at the University of Washington, and over the years, numerous individuals have contributed to its development. It originated as a project to address what was considered a major oversight in metropolitan planning for transportation: the land use effects of highway and transit projects were being systematically ignored. After legislation such as the Clean Air Act Amendments of 1991 and related transportation legislation clarified that metropolitan transportation planning must be coordinated with land use planning, there was a mandate to address this need. UrbanSim was developed to model the land use patterns in urban areas in a way that would support more coordinated planning of land use, transportation, and the environment – especially air quality.

Anyone who has worked with developing software will recognize how difficult it is to implement a software system that can be

maintained easily, and that can be adapted over time to new applications. Considerable effort has gone into the software engineering of UrbanSim to ensure that it is efficiently designed, using professional development and testing techniques, and a very modular approach. The system has, in fact, been re-engineered several times over the past decade, in order to improve its performance, modularity, flexibility, and transparency to users. The most recent re-engineering began in 2005 and has led to the development of a new Open Platform for Urban Simulation (OPUS), first released in 2006. This paper will describe key aspects of the software platform, and the UrbanSim model system as currently implemented in OPUS. It also describes an application of the model system to regional planning by the Southeast Michigan Council of Governments.

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CONCEPTUAL VALIDATION OF REAL ESTATE DEVELOPMENT PROCESSES IN SPATIAL COMPETITION MODELING

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Within the US, spatial competition models of land use have seen a great deal of theoretical improvement and practical application in the past decade. Models such as PECAS, MEPLAN, TRANUS, and UrbanSim have been the subject of numerous academic studies and have been implemented for policy analysis purposes in several U.S. states (e.g. Oregon, California, and Ohio), and numerous metropolitan regions (e.g. Seattle, Sacramento, Baltimore, Houston, and Salt Lake City). The more sophisticated of these models contain a representation of local real estate markets—land and floorspace—and use a combination of discrete choice, multinomial and nested logit models and generalized equilibrium structures to identify final demand and a set of land and floorspace prices that clear the simulated markets. These models also contain an explicit representation of a profit-seeking, floorspace developer. The purpose of this study is to compare the simplified, modeled relationships of real estate development in spatial competition models with academic literature from the fields of building construction and land development. Models contain necessary simplifications of real processes. Models seek to make the most appropriate representations of actual processes within the constraints of time, budget, computing power, and available data. Further, many processes in the area of real estate development may not lend themselves to mathematical representation. This study examines which relationship can or should be represented and then evaluated one of the more cutting-edge models—PECAS—against that criteria.

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A NEW APPROACH TO MODEL REAL ESTATE DEVELOPMENT: APPLICATION OF URBANSIM TO THE PUGET SOUND REGION

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There is much demand in practice and rich interest in academics to model the interactions between urban land use and transportation system (see, for example, Landis and Zhang, 1998; Waddell, 2002; Miller, Hunt, Abraham and Salvini, 2004). This paper adds to the literature by documenting the application of an integrated land use – travel demand modeling system using UrbanSim and Emme/2 to the Puget Sound Region Council (PSRC).

While the details of other UrbanSim model components can be found elsewhere, this paper focuses on a novel model that simulates real estate development. Previous efforts have mostly modeled the real estate development as either a transition process (Landis and Zhang, 1998; Waddell and Ulfarsson, 2003) or a spatial choice process of real estate developers (Miller et al., 2004) at an artificial aggregate level. Working at parcel level, this new developer model naturally preserves the behavioral richness of real estate developers through a probabilistic profit maximization process considering the competition of both development sites and real estate product types, under constraints imposed by zoning and planning policies as well as physical and environmental conditions.

This novel model structure allows us to examine outcomes of various land use and transportation policy scenarios that are difficult or impossible to do previously. To evaluate different policy scenarios, we create a scenario dataset for each policy alternatives, then run a simulation for 30 years with the scenario dataset and compare the land use pattern and accessibility measures over the simulated years through a set of indicators. We demonstrate a highway toll pricing scenario and a growth management policy scenario comparing to a baseline scenario.

This work will use an intensive dataset we've constructed over years for the Seattle metropolitan area, compiled from various sources such as the 2000 Census, employment insurance data, county appraiser's data, region-wide household activity survey data, and zoning and physical GIS coverages, as well as accessibility data from a travel demand modeling system being actively used by PSRC.

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MEASURING SPATIAL PLANNING OUTCOMES: CONCEPTUAL AND METHODOLOGICAL CHALLENGES

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There have been numerous attempts to ascertain the impact and performance of the planning system in Britain. These studies tended to focus on a particular planning instrument or policy such as green belt, transport, town centre vitality and viability. The exception was Peter Hall's study of urban containment in the early 1970s, which is seen as the only comprehensive evidence-based study of the land use planning system. It is, however, important to point out that this study only focused on one planning theme. In the early 1990s, the Department of the Environment commissioned research to develop a methodology to evaluate the effectiveness in land use planning; and towards the end of 1990s the government again commissioned a pilot study of developing planning effectiveness indicators.

In spite of these attempts, measurement of the effectiveness and outcomes of planning remains a challenging task due to the complexity involved in spatial planning activities and the limitation of any single method to effectively measure the outcome and impact of these activities. This poses the need to: first, systematically examine the conceptual and methodological millstones that obstruct our understanding of the wider impact and outcomes of planning; and second, to devise a framework and outline some key directions that can help to address some of these long standing challenges.

The monitoring and evaluation of planning systems tend to be more about inputs and processes than about outcomes and effectiveness, and are commonly measured in terms of administrative efficiency, numerical returns and cost implications. Following the publication of the Local Government White Paper (2006) in Britain, it is however becoming clear that the new performance framework will focus on improvements in outcomes and accountability. Since spatial planning is a place shaping and space mediating mechanism, it is important to consider what are the objectives of the spatial planning system, what are seen as the desirable outcomes, and how can we ascertain such outcomes? This paper will present the findings emerged from a project carried out for the Royal Town Planning Institute and the Department for the Communities and Local Government. It will focus on exploring both conceptual and methodological challenges encountered in measuring spatial planning outcomes.

To achieve this, the project harnessed existing research and assessment of planning performance and outcome measures and the wide-ranging indicators and datasets in the public domain that have relevance for the measurement of spatial planning outcomes. The research also took into account the broad and dynamic policy context within which spatial planning operates in Britain. In addition, a wide range of views over issues concerning the monitoring of spatial planning strategies and the prospects of developing an approach to monitoring the outcomes of spatial planning were elicited via a number of methods. A rich seam of information was firstly collected by an e-questionnaire survey with local planning authorities and in-depth telephone interviews with regional planning bodies and Government Offices. These were complemented by three stakeholders workshops. These different sources of data allowed corroboration and triangulation of views and evidence presented by actors from different institutional background.

The findings of this project provide direct input to influence the monitoring practice of British spatial planning and bear implications to the wider debate of the methods and approaches employed to ascertain policy outcomes and performance beyond the British case.

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[529]

MODELING THE RELATIONSHIP BETWEEN SOCIOECONOMIC DEVELOPMENT AND WATER POLLUTION FOR HUIHE BASIN

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Located in eastern China, Huaihe Basin is a large and densely populated region where over 160 million people currently reside. Since the implementation of China's economic reform two decades ago, the region has witnessed rapid economic growth that has major environmental consequences, most notably serious water pollution. Huaihe Basin water pollution control and treatment has subsequently been designated as a top research priority for the country's mid-long term science and technology development planning. This paper reports part of a Ministry of Science and Technology's key research project aimed at more effectively managing Huaihe Basin through water quality target management. The objectives of the overall project are: (1) to examine the basic characteristics of both point and non-point water pollutions, (2) to understand the relationship between socioeconomic activities and water pollution, (3) to explore economic and social development strategies for fundamentally improving water quality in the whole basin, as well as design appropriate measures for river branch pollution control and water treatment, and (4) to establish a region-wide, multi-administrative level, integrated

institutional framework for the coordination of water basin management.

The key component of this paper is to develop a model for analyzing the dynamic relationship between regional socioeconomic development activities and water quality characteristics. The basic methodological approach is to first establish river branches as the basic units of analysis, then measure the water quality of each unit, and collect data on its socioeconomic activities and sources of point and non-point pollutions, and finally estimate the statistical relationship between the socioeconomic variables and the water quality variable. The estimated model provides a mechanism for quantitatively assess water quality outcomes under different scenarios of region socioeconomic development.

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MEASURING SPATIAL INEQUALITY BY MEAN ABSOLUTE DEVIATION AND RESAMPLING SIMULATION: A CASE OF INCOME DISTRIBUTION

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To measure the degree of overall disparity in welfare among places, urban studies have employed popular measurements of individual income inequality such as Gini coefficient and Theil index. However, these traditional measures have two limitations in application for spatial inequality – (1) inability to consider weight which is different among places by share of population (cf., individuals have same weight); and (2) inability to test the significance of differences among index values (e.g., the difference between 0.55 and 0.56 of Gini coefficient). This study suggests a new measurement of spatial inequality dealing with these problems.

Borrowing the concept of traditional measures which compare actual state to perfect equality state, this study introduces Mean Absolute Deviation (MAD) – the average of absolute differences between actual value and equilibrium value (i.e., mean) at every spatial unit (e.g., census tract) within a larger area (e.g., State). This measurement is modifiable to consider weight as well as to be standardized to values between 0 and 1. Furthermore, extending the idea of measuring deviations between actual and virtual state, this study will simulate numerous possible states (instead of only one perfect equality state) using a repetitive resampling methods including bootstrap and permutation. It is expected that the average of MADs between actual state and simulated states is getting closer to the MAD between actual and perfect equality state as repetition

increases. A significant advantage of simulation approach is it generates a probability distribution of values (instead of one value) thus enables testing the significance of difference between inequality index values.

This study computes the MADs of spatial inequality among census block groups of ten largest Metropolitan Statistical Areas (MSAs) in population-weighted income using US Census data. The result will be compared to between-group inequality values decomposed from Gini coefficient and Theil index (cf., these indices can be decomposed to within-group and between-group inequality where spatial unit can be regarded as group). In addition, the significance of differences in the MAD index among ten MSAs will be tested through t-statistics using simulated MAD datasets.

This spatial inequality measurement will be useful for comparative studies to explore the difference between regions in terms of the level of disparity among spatial units within them.

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[531]

SPATIAL-TEMPORAL VISUALIZATION OF URBAN ENVIRONMENTS FOR SUPPORTING THE DESIGNING AND PLANNING PROCESS

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Space and time are two important aspects central to the study of many different aspects of cities. Urban planning involves making decisions about how spaces and places are to be transformed, and how the transformation may influence and be influenced by the physical, social, economic, and environmental dimensions of the study area over time. Kostof (1991) referred to cities as a living process rather than a static object. Mumford (1938) defined cities as "a product of time". Planning a city thus requires information on space as well as on time to help fully understand and communicate the transformation of urban form and space, and to support the decision-making process.

A 3D representation of an urban space is intuitive and closely imitates the real world experience. The users do not need to decipher the map symbols or expected to be versed in cartography to fully appreciate the 3D representation of the built environment. Interactive 3D visualization of spatial data also begins to show its great potential in design and planning because of its ability for real-time sharing and manipulation of 3D GIS models to solve problems (Yin and Hasting, 2008; Campbell et al., 2002). These tools help us communicate and share our ideas and models more effectively with the public. However, the existing methods are primarily focused on the static state that provides the representation of and information from one particular point in time, typically using the most recent dataset available. These tools lack the capacity to provide insights for the changes in the landscape over time.

This study attempted to build a spatial-temporal model to help study urban morphology in which time and space become a constitutive condition for one another to allow visualizing the dynamic transition of an urban landscape, that is, the way an urban area evolves over a period of time including the changes of street patterns, building sizes and shapes, and density. We selected an area in downtown Buffalo, New York, for the case study. The dynamic representation of urban spaces in a 3D digital environment created in this model can help us interpret and understand the growth and change of the area in an intuitive fashion. Since such model is

constructed in a GIS environment, it also allows us to conduct analysis based on spatial-temporal queries and opens up the possibility for carrying out simulations to project the future growth of the study area.

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TO COUPLE OR NOT TO COUPLE: INTEGRATING LAND-USE AND HYDROLOGIC MODELING TO ASSESS THE IMPACTS OF URBANIZATION ON GROUND-WATER SUSTAINABILITY

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The environmental planning literature proposes a set of "best management practices" for urban development that assumes improvement in environmental quality as a result of specific urban patterns. Recent work, however, shows contradicting results that question this assumption and declares the need to qualify such statements with considerations of physical and ecological context, temporal and spatial scale, and interactions and processes (Alberti, 1999, 2005; Neuman, 2005). We build on previous work on integrated land-use and ground-water modeling to explain how individual and policy decisions play out as different urban patterns, and in turn, how they affect ground-water sustainability.

We use the land-use component of the Water-Use Land-Use Model (WULUM) (Zellner, 2007) that includes ground-water extractors making decisions about location and water consumption, and couple it with MODFLOW (Harbaugh, 2005), an established ground-water-flow model extensively used by the U.S. Geological Survey (USGS). We test different levels of coupling by: a) creating land-use scenarios with WULUM to feed into MODFLOW to examine hydrologic effects; b) connecting WULUM and MODFLOW at each time step, for each scenario, to create land-use outputs and assess their hydrologic impacts over time, and c) feeding hydrologic data back to the location and consumption decisions at each time step to explore possible consequences of drought on urbanization.

We compare the insights derived from the various degrees of coupling of the WULUM-MODFLOW models, with previous conclusions drawn from each of the models separately. Our main goal is to inform the environmental planning debate and qualify some of its assumptions about the environmental impact of specific urban patterns, both at the local and regional scales, while accounting for socio-economic and physical characteristics and interactions. Additionally, we seek to categorize the dimensions of information that different degrees of model coupling can contribute and to provide policy-makers with an array of modeling tools with which they can explore these dimensions.

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FUTURE STRATEGIES FOR THE APPLICATION OF REMOTE SENSING DATA IN URBAN PLANNING - THE GERMAN CASE

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Urban planning requires detailed spatial information about the current land use in each municipality. To collect spatial information, a variety of data sources exists, e.g. statistics, topographic and thematic maps and remote sensing data. This paper shows that remote sensing is a powerful tool for urban planning. The advantages of remote sensing are manifold. Remote sensing data deliver up-to-date information about the earth's surface with all its components without generalization as in maps. Moreover new sensors, new data and new technologies provide promising future prospects. The challenge is a fast and cost-efficient data acquisition as well as low expenses in data processing. Digital data are important to meet the requirements. In the future an automated data analysis could be a possibility delivering the results at the push of a button. In German urban planning reality things look different. The common methods include visual image interpretation, local surveying and mapping as well as fieldwork. The aim of this research is to detach the visual image interpretation of analogue data with the help of digital data and digital data analysis. Digital data can easily be integrated in geographical information systems and are consequently available for further processing. Therefore, the use of digital remote sensing data in urban planning has to be enhanced by efficient and effective analysis techniques.

The research methodology is divided into four parts. The first part is a literature review on the basics of remote sensing data, data processing techniques and urban planning. Based on the literature studies the possibilities for the use of remote sensing data in urban planning are introduced and the already existing analyzing methods are discussed. The real use of remote sensing data in urban planning is examined with the help of an empirical study which forms the second part of the methodology. Mail questionnaires are sent to selected German cities and guideline based interviews are conducted with experts. The third part contains the analysis and discussion of the results of the questionnaires and interviews. The already existing and used methods in urban planning are assessed and compared to new methods. An evaluation scheme is applied for the existing data and analysis as well as for the digital data and digital data analysis. In the fourth part strategies for future applications of remote sensing data in urban planning are developed. Finally, recommendations for urban planning are stated.

Relation between proposal and PhD thesis: drawn from an almost completed dissertation

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TRACK 9: PLANNING EDUCATION

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THE PLANNING EXPERT AS STRANGER: IMPLICATIONS FOR PEDAGOGY

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In this paper I examine the role of the stranger in planning practice, and propose to include the concept in planning pedagogy. I differentiate the stranger and the expert as roles that planning practitioners play within research and consulting. For instance, planning experts could interpret local communities as outside observers, based on field surveys, participant observation, comparative analyses etc. But in teaching qualitative research methods, we seem to focus more on ways of acting than on ways of being. I suggest that understanding the stranger's way of being is appropriate for preparing practitioners to accept, decipher, and negotiate differences.

By means of sociology literature, from Simmel (1908) to Sennett (2002), I introduce the stranger as a social type. As an important characteristic, the stranger is near to and far from a community concomitantly. There is a role that the stranger assigns to herself in the community and a role that the community assigns to her. These two roles and the motivation behind the respective spatial practices might not coincide. By means of comparisons I present this duality, and contrast outside consultants with outside researchers as examples of strangers' inclusion in urban development. First, according to Banerjee and Chakravorty's illustration of the case, I describe the Ford Foundation role as consultant in transferring western planning technology to Calcutta, India. Second, I recall my experience as outside observer during field research in the Ruhrgebiet, Germany.

Typically the stranger challenges the institutional order of local communities. Based on the two cases in comparison, however, I suggest that the motivations and the timing of doing that within the planning and design process matters. Similarly to Rittel (1984) I consider urban planning and design as a process of forming judgments about the problem prior to problem solving. I advocate strangers' participation in the first phase of the process towards understanding the problem, which I contrast with recommending the solution. Incorporating the stranger's perspective in planning education can provide insightful performers of this role, without involving economic incentives. Their perspective is capable to bring to local communities additional information that helps to build a complex understanding of problems. Moreover, this teaching method is a means to develop a habit of stranger-like spatial research, due to which future practitioners could take into account differences, turn information from strangers into data, and act reflectively in heterogeneous contexts that these differences generate.

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MACE – METADATA FOR ARCHITECTURAL CONTENTS IN EUROPE

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The European Commission
e-Content Plus research initiative

MACE – “Metadata for Architectural Contents in Europe” is a research project started in September 2006. It is a project co-financed by the European Commission within the “eContentplus” program, a multi-annual European Union initiative to make digital architectural content in Europe more recognizable, accessible, selectable on the base of shared and dynamic ontology, reusable within multiple university education and life- long learning curricula for professional user.

The European Institutions in the domain of architectural Education are developing an increasing range of initiatives to develop ICT applications for their institutional Courses, Libraries, Archives. Parallel important initiatives are being developed by private entities as architectural design studios, portals and projects archives where design documentation, iconographies are stored .

But the prevailing characters of the actual European scenario of Architectural education and related e-learning services are:
-the lack of a common reference ontology based on agreed rules and,
-the searching and retrieving tools are laid on restricted horizons in extension & number of repositories,
The indexing and encoding taxonomies are heterogeneous, non cross-recognisable through shared thesauri of terms, of which only standard- referring subsets are addressable,
A great number of learning or information objects accessible from the web are not indexed by a standard format metadata.

CONCEPTION:

The main assumptions of MACE is that the expert knowledge sets of a number of stake holders, protagonists in the architectural domain, have to perform as the back-bone of the desired boundary-less repository of architectural knowledge, to be shared by the members of a world-wide community of users. Thence MACE initiates the proposition of a commonly shared ontology, terminology, series of concepts structured in a domain index, conceptual maps for the representations of the dense tissues of relationships connecting the multiform and trans-disciplinary contents of architecture.

OBJECTIVES:

Its main objective consists of the content enrichment of a huge quantity of knowledge resources dedicated to architectural education all over Europe, already expressed in the digital form, thence eventually available to a vast audience of students, teachers, professionals, researchers through the web.
The aims of MACE concern the definition of a number of users' profiles, based upon the nature of their practice as stakeholders

operating in the architectural domain: user profiles the designated requirements of whom have to be compared with the access path to selected learning objects in the web-connected repositories.

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<http://www.mace-project.eu/>

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ROUNDTABLE - HOW SHOULD PLANNERS TRY TO AFFECT SOCIETY, AND HOW CAN UNIVERSITIES HELP THEM DO THAT? (TAKING EDUCATIONAL OUTCOMES SERIOUSLY)

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Accreditation, rankings, and reputation surveys have generated talk about measuring and assessing planning programs and their educational outcomes. This roundtable directs attention to fundamental questions that the design and evaluation of any planning program should address.

These questions have three foci:

- * What can planners most usefully contribute to contemporary society? What in such roles constitutes good planning practice? What should graduates of university planning programs be able to do? In short: what are desirable outcomes of planning education?
- * What is it reasonable to expect planning programs to contribute to enabling graduates to practice well? What are the most realistic ambitious goals for planning programs, considering that students enter as adults and considering that university programs are only one of many influences on their thinking and actions?
- * What can university programs most usefully do to enable students to become good practitioners? What teaching practices and learning experiences could best help students contribute usefully to society? What changes in academic culture or behavior may be necessary for planning programs to contribute significantly to planning practice?

Three influences have distorted and distracted from thinking about these questions and the purposes of planning education:

- * Interests in program rankings and reputations have emphasized research productivity to the neglect of teaching and learning. These interests have ratified current practices as normative.
- * Methodological opportunism has led to collecting and analyzing readily available, simple, quantitative data to the neglect of considering what measures would be necessary to assess complex educational processes and graduates' practice. This approach tends to define "outcomes" in terms of what is easily measured.
- * The normative academic culture has rewarded faculty for publishing to the neglect of teaching. Faculty who fit this culture have limited experience in planning and are more likely to teach and model research than to design curriculum and pedagogy to prepare students for planning practice.

The roundtable addresses these questions with the following topics:

- * Planning education as if planning and education mattered: Linking visions of planners' roles to goals and methods of planning education; conceptualizing educational outcomes creatively and designing appropriate educational strategies.
- * Realistic assessment approaches: Methodological and political challenges and how to address them; what matters and how to measure it better.

* Planning education for an urbanizing world: What planners need to know and do in a rapidly changing world where new governance concepts and roles must be imagined; approaches to educating new planners.

* Planning education in a silicon era: What planners need to be able to practice persuasively; necessary knowledge and ways of teaching it.

Participants:

Howell Baum, University of Maryland, moderator and presenter
John Friedman, University of British Columbia, presenter
Martin Krieger, University of Southern California, presenter
Michael Teitz, Public Policy Institute of California, presenter
Martin Wachs, RAND Corporation, presenter

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MSC CURRICULUM ON URBAN PLANNING AND MANAGEMENT IN A GEO-INFORMATION SCIENCE CONTEXT: A BALANCING ACT

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This paper reflects on the experience of a curriculum development working group at the International Institute for Geo-information Science and Earth Observation (ITC), responsible for the development of an 18-month curriculum of an MSc course on Urban

Planning and Management targeting mid-career professionals from developing countries.

The challenge was to develop an academic curriculum that covered ITC's core expertise in geo-information science and remote sensing as well as the field of urban planning and management. Too much emphasis on geo-information, methods and techniques could lead to urban planners who are biased towards finding data and technology-driven solutions. Too much attention to urban planning and management would lose the opportunity to exploit the potential of the application and use of spatial analytical methods and geo-information technology.

One way to integrate the two knowledge fields was the insight to use ITC research projects -that all happen in a geo-information science and earth observation context- as a driving force behind the course. These projects provide the reference for an integration of knowledge and understanding of urban problems and processes; urban planning and management theories and practices; and geo-information science-based methods & techniques.

A clear concept of what urban planning and management is was another element that helped to define the balance within the course. Conceptualizing urban planning and management as a dual objective of understanding the nature and dynamics of urban areas; and secondly, developing effective interventions; helped to give focus to the application of geo-information science and technology in urban planning management.

Finally an essential element for the integration of both fields was the room in the curriculum for the development of a critical and reflective attitude. The diversity of backgrounds and experiences of the mid-career students at ITC helped to give further shape and meaning to the development of such an attitude.

The paper discusses in detail the various challenges and dilemmas in the development and implementation of a curriculum that integrates geo-information science with urban planning and management. The discussion will be supported by feedback provided by students and staff on the first year of the implementation of the new curriculum.

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[538]
ROUNDTABLE - CONVERSATIONS WITH SENIOR FACULTY II
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At the 2007 ACSP Annual meeting in Milwaukee, the Senior Faculty Interest Group, (SFIG) began a broad scope and in-depth conversation pertaining to the role of Senior Faculty across the academy and in our professional association. The discussions were framed by the question: How may persons who have long contributed to our field wish to continue to serve the larger academic, profession planning and outreach communities, and in what way, while stepping down from faculty responsibilities. An earlier review of the planning literature showed remarkably few articles that discuss these value choices. Do we not need to build a literature of best practices as we begin to move into the next phase of our careers? Or a web page or blog? What information currently exists to help us make useful decisions about the next twenty-five years.

Two related questions which focus the dialogue are raised. They are:

o What should one know and do before actually signing your retirement papers from the University?

A number of us are not well acquainted with the changing rules governing retirement, part retirement, three-year halftime retirement, five-year parttime retirement.. What are the key pitfalls along the way? Where are the alligators? What are the benefits?

o What can we "give back", and how, to the academic community, the department (your colleagues and future students), the administration and the outreach community?

The discussion last year seemed to emphasize outreach, that is, bringing your expertise to the neighborhoods. What else are people doing?

After the Roundtable discussants speak, the larger membership will participate.

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EDUCATION FOR REFLECTIVE PRACTICE: THEORY AND APPLICATION
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The idea of reflective practice entered the planning vocabulary with the work of Donald Schön. In *The Reflective Practitioner* (1983) and *Educating the Reflective Practitioner* (1987), Schön tried to impress on professionals and on their university teachers the fact that effective practice involved an element of artistry that could not be understood in terms of the dominant view of practice. Under this view, scholars produce scientific knowledge and practitioners apply it in the field. In reality, Schön argued, professionals develop knowledge in action and improve their effectiveness by reflecting in action (and on action).

For Schön, training young people for reflective practice requires that they be placed in situations that resemble conditions of practice as closely as possible and that their attempts to deal with the problems at hand be closely monitored by a teacher acting as a professional coach. Hence the planning curriculum, for Schön, had to be composed at least in part of practica (studios) in which students are expected to act as professionals. Such project-based courses, especially in the form of "capstone projects," are indeed included in

many Master's programs. No less than three studios, plus a summer internship, form the core of the program in which I teach. But the question remains: although students certainly learn-by-doing in a studio, how do we make sure they also learn to be reflective practitioners?

Few planning educators have taken Schön's question seriously. John Forester (1989, 1999) is probably the scholar who has done most to study reflective practice empirically and also to develop a pedagogy on that basis. His pedagogical practice is that of the seminar, in which students place themselves in the role of the professional by analyzing stories of planning and by role-playing. Others have written about the usefulness of practice and the manner in which they conduct them.

The proposed paper will synthesize the work on Schön on professional education and the work of other authors on the use of the studio and allied courses in planning education. It will present a reflection on my own practice as a teacher in both a planning history and theory course and a studio course in community planning. From these two sources, it will draw recommendations for teaching that fosters reflective practice both in the classroom and in the field.

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INTERNATIONALISATION AND COOPERATION IN DELIVERING PLANNING EDUCATION PROGRAMMES Frank, Andrea I. [Cardiff University] franka@cardiff.ac.uk

International level cooperation amongst universities, individual departments and schools as well as amongst individual academics is a well-established activity – mostly (but not exclusively) driven by research. In terms of planning education provision, international, inter-institutional partnerships and cooperation have helped and are helping to start, develop and update discipline based programmes in universities in developing and transitional nations, for example. While in the past, much of this cooperation was rather voluntary, initiated and carried through individual relationships, as of recent cooperation amongst universities is increasingly becoming a necessity as funding bodies such as national funding councils or the European Commission make multi-national, inter-institutional cooperative work a pre-condition for large-scale bids. Moreover, universities are facing growing pressures educationally to provide students with learning opportunities that foster their global competencies (such as being able to work in multi-cultural teams, understanding systems and issues outside their home nations, etc). Traditional approaches of university/programme cooperation on the basis of student exchanges supported by recognition and transfer of (learning) credits between institutions while useful may prove inadequate to address demands and provide equal opportunities for all students. Delivering a more comprehensive “international” curriculum however can place significant demands on the (human) resources – in particular – of smaller programmes and schools such as prevalent in city and regional planning, which challenges schools to develop new approaches to the delivery of planning education.

This paper explores novel and emergent types of cooperation and collaboration amongst planning schools and departments. In many cases these are only pilots and the efforts are still experimental, including jointly providing planning education degree programmes or part of such programmes. Using several distinct case studies, the author explores institutional arrangements, the motives and objectives behind the arrangements. Theories on cooperation and the conditions for successful cooperation will provide the framework and criteria for analysis. The lessons learned from the study will inform other planning education providers in setting up cooperative agreements and highlight issues gleaned from the cases studied.

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PLANNING EDUCATION PUT TO THE TEST: MEASURABLY BETTER RESULTS IN SOLVING COMPLEX PROBLEMS

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In an increasingly complex world planning practitioners are faced with increasingly complex problems. Among other things planning education should therefore focus on making the complexity of planning tasks more transparent and manageable. For this purpose a systems theory model for solving complex problems in planning was developed. Based on this model, a graduate level university course was designed and taught that goes well beyond the widespread practice of “learning by doing”.

The effectiveness of the model and the course was proven in an interdisciplinary research project with cognitive scientists from the University of Applied Sciences Dresden. The project was funded by the German Research Foundation (DFG). This presentation outlines our model and course and focuses on the results of the research project and its implications for future education in the field of planning and solving complex problems.

We argue that to avoid mistakes and blind spots we must rely on an explicitly formulated planning model. Our planning model includes about 60 themes but pays special attention to several steps we consider to be the foundation of planning, e.g. defining the problem, defining key terms, minding various planning approaches, identifying causes for the problem and deducing measures from these causes that eliminate the problem. In far greater detail than communicative

planning models our model explicitly identifies those parts that are essential to planning and how they are connected structurally. Our model is also distinct from the “technical rationality” of previous planning models and proclaims, among other things, a “turn to content” following the so-called “communicative turn”. Thus it is a substantial improvement upon the communicative planning models.

In order to evaluate the effectiveness of our planning model, we carried out an experimental study with 58 students of architecture and urban planning. A statistical analysis of 77 previously established criteria and over 15,000 individual assessments demonstrated that our model leads to “better” results in solving complex problems: those participants who applied our model had measurably more effective, conclusive and traceable solutions, thematically more diverse measures, more specific plans of action and more stringent lines of argument. It was also revealed that a significant factor in the success of those groups of participants who had been educated in our methods was the homogeneity of their “shared mental models”. Since their communication was governed by a more precise conceptual system and they therefore largely agreed on the “best” course of action when solving a problem, they were able to work together more efficiently.

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COLLABORATION BETWEEN ARCHITECTS AND PLANNERS IN AN URBAN DESIGN STUDIO: POTENTIAL FOR INTERDISCIPLINARY LEARNING

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A rich discussion has developed in recent decades of the need to educate students—including students of design—in the spirit of interdisciplinary collaboration (Klein 2005, Johnson and Johnson 1994). Yet empirical research on how inter-disciplinarity enhances student learning has been scarce.

In this paper, we contribute to the debate on interdisciplinarity in design education by presenting a studio, which brought together students from two nearby U.S. institutions, one with an architectural and the other with a planning program. Organized in extra-mural interdisciplinary teams, the students took part in a semester-long introductory urban design course, led by instructors from the two institutions (one architect and one planner), and focused on producing ideas for the revitalization of a historic plaza.

As co-instructors of the joint course, we had two main interrelated goals. The first was pedagogical: to enhance the students’ learning experiences by providing them with an opportunity to conduct interdisciplinary, collaborative urban design work. The second goal was research-oriented: we envisioned the course as a cultural exchange program to study one another. Specifically, informed by the literature on the differences in design style between architects and planners (e.g., Wyatt 2004) and the literature on the benefits of interdisciplinary collaboration, we conceptualized the course as an experiment focused on the following research questions:

Are there significant differences in design approach between the architectural and the planning students? If so, what can the two groups of students learn from each other through interdisciplinary collaboration?

These questions are significant for pedagogy since answering them enhances understanding of the specific benefits of interdisciplinary student learning. They are especially important for the pedagogy of urban design since they address the crucial role of interactive learning in design studios. Furthermore, they are equally important for practice. As Wyatt (2004) argues, despite common wisdom that architecture and planning are closely related, the two fields have developed into separate cultures. By clarifying the differences between the two fields and highlighting the potential for mutual learning, research can provide a basis for mapping out more meaningful ways in which they can collaborate in practice (Wyatt 2004).

To address the research questions, we use four data sources: the development of the urban design projects of the student teams from the beginning to the end of the class; the students’ verbal reports about their collaborative experiences, which were delivered during formal bi-weekly meetings; the results of a questionnaire distributed among all students after the course; and follow-up in-depth interviews with select students.

In short, we found that the architectural and the planning students approached the urban design problem differently. Key distinctions included different views on the importance of the relationship between individual buildings and the site, and different ways of initiating the design process—analytically or intuitively. We also found that precisely because of these differences, significant interdisciplinary learning occurred.

Admittedly, the study’s conclusions are exploratory because they are based on a single case involving a small sample of participants from two neighboring universities. Thus, the findings should serve as a basis for more systematic empirical research.

The paper is divided into several sections. First we outline the main benefits of interdisciplinary collaboration, according to the literature. Then, we review some key differences between architectural and planning approaches to design and discuss the opportunities for interdisciplinary learning. We describe the process and the outcomes of the collaborative studio. At the end, we summarize our findings on the differences between architectural and planning students, and on the process of mutual learning.

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SITE PLANNING FOR PLANNERS: THE VIEW FROM THE OTHER SIDE

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Teaching site planning for planners is a challenge. It is a huge subject requiring multiple years of study and on-the-job training to fully master. Landscape architects, architects, and engineers go to school for years to learn how to create site plans. Yet, not all urban planning graduate programs are design oriented or even have studio classes (Carter, 1993). Nevertheless, new graduates often find

themselves in their first jobs reviewing site plans. The new hires must take their turn at the plan review desk before being promoted to the policy related positions for which they were trained. Figuring out how to teach students site planning in a one semester course within a policy-oriented graduate program led me to seek out “the view from the other side.” The “view” is the view of landscape architects who have extensive training as site designers and who have their plans routinely reviewed by city planners. For this preliminary study, practicing landscape architects were interviewed to find answers to two basic questions: “what are the basic skills needed to be a good site planner?” and “what do you wish city planners knew about site planning?”

The purposes of this research are to gather information to reframe the teaching of a site planning course using the pedagogical models of “cognitive apprenticeships” and understanding as well as to appreciate how planners can work with landscape architects to create quality site plans. Cognitive apprenticeships are based on the principle of coaching students and modeling behavior so they move from the realm of novices to experts (Duncan, 1996). Through interviews with landscape architects, data was gathered about the real world processes of creating site plans and proceeding through a review.

Going from thinking like a novice to that of an expert is part of the pedagogy of understanding (Wiske, 1998). Teaching for understanding relates to four qualities: knowledge, methods, purposes, and forms. Using this framework, teachers can help their students move through “levels of understanding” from naïve, novice, apprentice, and master (Mansilla & Gardner, 1998, p. 172). This framework is helpful in thinking about what can be taught in one semester and to focus on which areas of site design policy planners can most likely begin to master. The interviews with landscape architects have brought my attention to teaching planners to be site analysts rather than site plan creators. As a result, using the framework of understanding, teaching is focused on principles of design and how to “see” a site versus the mechanics of creating a site plan. As an example, as far as “knowledge” is concerned, a goal for a site planning course would be to move students further down the continuum from naïveté to mastery by helping students shift from “intuitive beliefs” to “recogniz(ing) the importance of disciplinary knowledge” (Mansilla & Gardner, 1998, p. 186). In other words, going from thinking “this is a good place because it ‘feels’ right” to thinking “this is a good place because I followed a ‘path’ and went through a ‘portal’ to get here” (White, 1999/2007).

This is a preliminary study which I intend to expand into a national survey of landscape architects. I have interviewed five landscape architects in the Kansas City metro area. They were asked questions regarding the basic skills needed to create site plans, but they were also asked what they find useful and not-so useful in the reviews they get back from city planners. This type of information will add depth to the education of future city planners

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A CONSTRUCTIVIST PARADIGM TO INTEGRATE SUSTAINABLE DEVELOPMENT INTO PLANNING EDUCATION USING OPEN SOURCE TECHNOLOGY

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The UNESCO Education for Sustainable Development (EfSD) programme has essentially adopted the social constructivist paradigm to re-orientate education in order that the learning leads to personal commitments and actions to achieve a sustainable future. But before we even attempt to restructure and reorient the university curriculum, one main concern is to train lecturers in both the pedagogy and the subject matter of sustainable development. One innovative programme at Universiti Sains Malaysia (USM) is to put the learning into the hands of the lecturers using e-learning technology. Since 2005, several groups of more 80 lecturers have worked in small collaborative projects to create course sites using the Moodle LCMS (Learning and Content Management System) which is an Open Source software developed based on the social constructivist framework. Each team of lecturers come from multiple disciplines and are required to conceptualise and develop courses which must engage the students in critical thinking about the environment and SD issues. The problem is challenging as many are exposed to SD and e-learning for the first time and it is authentic as it presents a real-world situation related to their professional duties. Even though their product is of high quality, it should be considered as tentative and preliminary and will require more learning cycles as the learners continue to (re)construct their own schemas.

This paper discusses the project design and some findings and feedback from the lecturers who have undergone the training. Some proposals for further development are presented. This paper further reflects on how to strengthen the link between EfSD, e-learning technology and planning education.

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PLANNING WITH ETHNIC COMMUNITIES: A CURRICULUM FOR PLANNING STUDENTS

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In this paper, I outline the importance of preparing master's level planning students for cities that are becoming increasingly diverse. I then propose a two-semester course as an addition to departmental curriculum. Part 1 of the course emphasizes race and racism, cultural competence, ethnic history, and immigration. Ethnic history and culture should reflect the diversity of the city in which the course is offered. Immigration, its sociological causes and political and economic implications are highlighted. Part 2 involves client projects with ethnic communities. With these projects, students are connected with organizations that deal directly with pressing issues facing ethnic communities. Projects should be designed to benefit the community and give students a meaningful learning experience. Relationship building with communities of color should be maximized. Part 2 also involves the study of grassroots organizing in communities of color. Grassroots organizing is crucial due to its historical importance in ethnic communities as a means of addressing planning-related issues. This curriculum is designed to build a foundation for life-long learning. The guiding assumption is that planning with ethnic communities should be holistic. That is, economic development and transportation is integrally linked with the social and cultural need of the people. For the purposes of this curriculum, ethnic community refers to communities of color, and immigrant and refugee communities. This curriculum is based on evaluations of five planning and diversity courses I taught as an assistant professor at the University of Minnesota over the past two years. These courses were offered in the Master's in Urban and Regional Planning, and Chicano Studies. It is also based on a planning and diversity course offered by UCLA's school of planning, for which I was a teacher's assistant, and syllabi of similar courses at Virginia Tech and the University of Hawaii. Extensive consultation with the Center for Teaching and Learning at the University of Minnesota bolster this proposal. This paper will give planning and policy educators a useful template which can be easily modified to suit particular cities. This curriculum is designed to build the foundation for collaboration between ethnic communities and planning departments, and help students prepare for an increasingly diverse society.

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URBAN MANAGEMENT AND TOWN PLANNING TEACHING ON THE TECHNICAL UNIVERSITY OF LISBON

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In this paper the evolution of Town Planning teaching, in the last 30 years in Portugal, is analysed whether in its component Planning Studies are more driven towards Urban Planning or in the component of Urban Management in the Technical University of Lisbon (TU Lisbon). It is also tried to evaluate the impact that the implementation of the Bologna procedure will produce in the teaching of these areas of knowledge at the Faculty of Architecture of TU Lisbon.

The connections between this approach and the evolution of the concept of urbanism itself will be established, as well of the kind of background required ab initio.

It is also analysed the evolution of sort of qualifications teachers have to implement this courses.

It will be found interpretations for the successive transformations that occurred and for the crisis that the graduation in Town Planning seems to be going through in Portugal. It is emphasized the present and main needs that Urban Planning experiences in Portugal, namely in the specializations in Management and Urban Planning, pointing out ideas to overcome some gaps in academic graduation.

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ROUNDTABLE - WHAT'S FOOD GOT TO DO WITH IT? ON TEACHING PLANNERS ABOUT FOOD SYSTEMS

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A host of urban problems that have not traditionally been central to planners' work are transforming the understanding of typical urban 'systems' or areas of concern (land use, transportation, housing), thus requiring innovative planning responses. The planning profession has been adjusting to these shifting conditions, as reflected in the recent inclusion by the American Planning Association (APA) of a number of tracks for "emerging areas" in its annual conferences. At the same time, a number of professionals from a range of non-planning backgrounds are recognizing the potentially powerful impact of planning as an area of expertise that can better prepare them to address their main interests. Yet the resulting cross-fertilization and adaptation present several problems that raise a number of questions, particularly in relation to training future planners. There is a dearth of research investigating how specific non-traditional planning issues are taken up by planning institutions and educators, integrated into planning curriculum, and taught to planning students. This roundtable begins to remedy this gap by focusing on the pedagogical implications of one emerging urban planning issue – food – in the North American context.

Urban food policies relate, among others, to urban agriculture, farmers' markets, location of food retail stores, and emergency food distribution. They are often associated with strong citizen participation, inclusiveness, and cross-cutting approaches to improved quality of life that bring simultaneous benefit to the economy, environment, nutrition, food security and public health (see, e.g., Koc et al. 1999). Even so, among urban systems with which planners are accustomed to deal, food systems remain largely overlooked. This neglect is starting to be corrected as planners start to focus on food system interventions as potential tools to address urban problems. Hence, a growing number of planning scholars and practitioners are developing food as a specialty, engaging in food planning research, writing new publications on the subject (including special issues of *Progressive Planning* and the *Journal of Planning Education and Research* in 2004), and developing university courses focusing on food systems. Recognition of food as a legitimate planning issue is also reflected in the inclusion of a number of dedicated food-planning sessions in the recent APA conference (which led to a Policy Guide on Community and Regional Food Planning that was formally adopted in 2007) and the creation of municipal planning positions with explicit food-system mandates in cities such as Toronto, Vancouver and Chicago.

Until recently, food had been nearly totally absent from the planning classroom. This neglect has started to be corrected as a result of numerous planning students taking on food-related topics in their studies, and lately, new courses focusing on food systems starting to be taught. This roundtable will examine a range of pedagogical issues related to introducing food systems into the teaching of planners. It will start with the moderator providing a brief theoretical context to the discussion and analysis of key themes and commonalities. The various other contributors will then offer first-hand accounts presented from several perspectives by established and junior planning faculty members who conduct research and teach on food-related topics as one of their principal areas of interest. The article will thus contribute insights into the challenges and breakthroughs associated with incorporating emerging urban issues into planning curricula.

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SUSTAINING A MARKET-DRIVEN CURRICULUM FOR A PROFESSIONAL DEGREE: (RE)DEFINING THE COMPETENCIES, ETHOS AND SCOPE PLANNING EDUCATION IN PUERTO RICO

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Several events have changed the environments in which planners must and could intervene in Puerto Rico and that in turn needs trigger transformations on how they educate themselves. First, planning has become a profession that is regulated by law. Planners must be able to pass a licensing exam; maintain their knowledge up to date through continuing education; and renew a professional license every four (4) years. Second, for the first time serious thought has been put into drafting an ethical code for the licensed professional planner, highlighting the importance of continuously upgrading his/her knowledge of the regulatory framework in which the planning process must take place. Third, the public sector, government, is no longer the only context in which planning must occur. With privatization and tremendous growth in the provision of services through the non-profit sector, the role that planners have in nongovernmental organizations (NGOs) and corporations has increased in importance. Demand growth for planning program graduates is expected to come primarily from these sectors that in order to survive must adapt to changes in conditions with much more agility and flexibility than government. Fourth, decision making in non-governmental organizations and corporations requires a different set of technical and non-technical skills, innovation and capacity to negotiate or mediate between actors of diverse backgrounds and levels of technical proficiency and power. Fifth, research skills have become an important component of the planning practice, rather than an alternative track for the planning practitioner.

All-in-all, these changes in the playing field of the planner present both a challenge and an opportunity for planning schools. On the one hand, the curricular content, sequence, technique, and scope need be revised periodically in order to adequately prepare graduates for the demands of a constantly shifting work environment. On the other hand, these changes provide a space for planning schools to broaden program portfolios and client base, to include not only a practice-based masters degree, but also a continuing education program for mid-career professionals, certificate programs in multidisciplinary fields, such as urbanism and real estate, research-tracked masters programs and doctoral-level planning and urban studies degrees for those whose main interest is knowledge creation and academe, among other.

While U.S. mainland member schools of the ACSP have been studied systematically with regards to their market potential and performance, Latin American schools have been excluded from previous comparative studies. This paper presents an assessment of planning education programs as well as the results of a market study for planners in Puerto Rico. The study includes a survey of planners practicing in the region, current employer interviews, and potential employer focus groups. Its purpose is to answer: Is there growth

potential for the profession as well as for planning schools in Puerto Rico and the Caribbean? Where are those growth opportunities? What is the profile of the planner today? What are the necessary skills and knowledge that the market demands and that planning schools must provide to their graduates?

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OBSERVATION INDUCEMENT TOWARDS THE UNDERSTANDING OF PLACE

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This paper outlines a recent programme used for the development of spatial comprehension among Planning students. In it students are required to follow in detail a particular life over a period of time, gathering information which is quantified in spatial terms for comparison with that of other participants in the programme. In doing so they are forced to think in unfamiliar spatial terms about everyday conditions which would under normal terms have been familiar to them. The programme has been run for two years and has produced surprising findings in the field of observation development, particularly among students who have had no previous visual training. The paper describes the results and considers proposed extended use of the programme in further aspects of spatial understanding.

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LAND USE MAPPING AND SUITABILITY ANALYSIS USING GIS FOR VISUAL COMMUNICATIONS: AN EDUCATIONAL PRACTICE IN A COMPUTER GRAPHIC STUDIO

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In planning and design field, visual communication based on real world data is an effective way to inform and persuade people. Geographic Information System (GIS) application is widely used and improving technologies and growing spatial information make it one of the requirements for students in these filed.

In this background, the Department of Landscape Architecture at Texas A&M University developed an advanced study in computer-based communication techniques. It is a second year undergraduate design studio (LAND 255) using GIS and various computer tools. This paper will present how students use GIS for visual communication and decision supporting system based on two actual

studio assignments, property values and flood plain study and suitability analysis for a new business. With visual communication skills, these two map projects was designed to teach students to understanding important planning issues for example, the zoning concept and presenting land-based data.

The first project is about making a map for a visual inspection for relationship between property values and flood plain in College Station, Texas. Students used land use data such as parcels, streets and flood plain. Based on the individual map, they need to give an answer for one question whether property values are affected in anyway by the proximity of a flood plain.

The second one is suitability analysis with evaluation criteria. Based on a scenario, students used the query and display tools to identify several sites within College Station, Texas. The objectives for this studio is examine large datasets and verifying individual analysis with site visits and on-site documentation. Effective displays and logical organizations of information are also important parts of this assignment.

All data came from the City of College Station. In Spring 2008, there are 42 students in this course. This paper will include selected students' works, class lectures, design strategies and related planning teaching methods.

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A POSITIVE DUTY TO PROMOTE DISABILITY EQUALITY – BRIDGING THE EDUCATIONAL DIVIDE?

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A concern with disadvantage and discrimination in equality legislation in the UK has shifted in recent times towards positively promoting equality (Dickens, 2007). In this context, the Disability Discrimination Act 2005 created a positive duty to promote disability equality and to devise Disability Equality Schemes (Disability Rights Commission, 2006). As part of this debate, developing and embedding inclusive policy and practice has become a core objective of the Higher Education Academy. (Healey, et al., 2006). This places an onus on planning educators to consider how they can best incorporate this duty into their teaching praxis (Peel, 2006).

Based on the practice of participative inquiry (Reason and Bradbury, 2001), this paper reports completed action research to discuss what such a positive duty might mean in the context of planning education. Specifically, it reports details of a completed action research project

that has innovated with a co-educational partnership between a first year undergraduate module and an adult learning project, Moving on with Life and Learning (MOWLL), a project that specifically works with adults labelled as 'with learning difficulties'. The module design involved the elaboration of a client brief by MOWLL to find a potential site for a Visitor Centre in the city centre. Joint learning activities were then undertaken as part of the module contact time which included: a presentation by MOWLL staff and students on how that project supports students with learning difficulties and the role of the peer advocates; a joint site visit; and evaluation of student presentations which included MOWLL representatives. The paper will address: (1) the opportunities and challenges of action research in advancing inclusive policy and practice; (2) the opportunities and challenges in curriculum design of teaching inclusive design and operationalising inclusive teaching and learning; (3) the experiential learning aspects of using inclusive learning environments; and (4) the potential constraints in the transferability of practice with respect to such a learning partnership.

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ROUNDTABLE - TRANSNATIONAL EXCHANGE PROGRAMS

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Participants of three transnational exchange programs – Ohio State/TU-Dresden; Florida Atlantic/TU-Wien; and TU-Wien/University of Architecture, Civil Engineering and Geodesy-Sofia – will begin the roundtable discussion with short informal overviews of respective programs. The remainder of the discussion will focus on best practices, particularly related to planning education, research opportunities, and engagement local planning issues and actors.

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ACCESSING PRIOR LEARNING USING TIME LINING

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Teachers often under estimate or over estimate what students already know about a subject. Learning takes place in different ways using

different mediums. Students and professionals are learning from TV, DVD and movies as well as reading and experiencing the environment for themselves.

All this in addition to guided learning. Students may have taken a whole series of modules but whether the knowledge has been synthesised in the way tutors expect is another matter entirely. So how can tutors maximise student's prior learning? Nicol and Macfarlane (2006) identified seven principles of assessment design which are key to designing successful learning and this includes building the learning.

This paper explores the use of time lining to access prior learning. This is based on the principle that whenever you remember an event you are also remembering the spatio temporal context in which the learning event took place (Knierim, 2007). The technique or tool is more commonly used in therapy and its applications to teaching and learning is, as yet, under developed.

This pilot exercise is being designed to test whether and how the use of time lining can motivate students to learn, establish and build confidence in what otherwise may appear a completely new and daunting area.

At the start of a major 12 week project on sustainable development in peri-urban areas, (running between March and May 2008) in which students have 4 hours of guided learning per week and a further 8 hours of individual and group learning, the timeline activity will be used to help students access what they know. To get a measure of what students anticipate about the project a short questionnaire will be given out at the very start. The same questionnaire will be delivered at the mid point and endpoint of the project.

The conference paper will present the findings of this exciting piece of action research and discuss the implications for teaching and learning and to continuous professional development.

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IS TEACHING WITH ITUNES U HIP OR HYPE? A PRE/POST EVALUATION OF TEACHING PLANNING CLASSES WITH ITUNES U

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This paper presents our pedagogical and technical experiences with podcasting lectures in planning classes and using iTunes U. In May 2007 Apple publicly unveiled iTunes U as a separate section in the Apple store, which also includes music, television, radio, and podcasts for purchase or for free downloads. iTunes U allows colleges and universities to deliver educational content (videos, audio, text, and images) through the iTunes Store to students and the public for free, 24-hours a day. Users can download lectures and other educational material to mp3 players, their computer, or they can listen to it over the internet after downloading iTunes software.

iTunes U originally began as a pilot project with cooperation between Apple and six institutions of higher education – Brown University, Duke University, Stanford University, University of Michigan School of Dentistry, University of Missouri School of Journalism, and University of Wisconsin at Madison. There are currently approximately 250 institutions using iTunes U.

The growth of iTunes U capitalizes on several issues: the growth of technically savvy students, the popularity of technical devices such as iPods and laptop computers, and the interest of faculty in exploring new instruction and delivery methods. It allows students to listen to lectures on a iPod or iPhone anywhere, at any time, and as many times as they like. iTunes U also allows faculty to open up their classes to the public or other planning professionals.

The authors of this paper began experimenting with podcasting lectures in their planning history class at Auburn University in Fall 2007. In that class, they began recording lectures and emailing them to students before the university subscribed to iTunes U. About halfway through the semester – when Auburn started using iTunes U – they switched to posting their lectures on the publicly-available iTunes U system (<http://itunes.auburn.edu/>). An outcome assessment encompassing a survey and class discussion was conducted to analyze the impact of iTunes U had on student learning at the end of the class. Does it work? They have continued using iTunes U in two more planning classes in the Spring 2007 and will implement the same outcome assessment strategy as before to analyze the short-term longitudinal impact of teaching with iTunes U. Complementing the student outcome assessment are personal accounts of teaching before and with iTunes U from an instructor perspective. Was it worth the effort? Cumulatively, the ongoing implementation and evaluation of podcasting provides a pre/post evaluation of teaching with iTunes U in planning classes.

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PEDAGOGY ORIENTATION IN LATIN AMERICAN PLANNING SCHOOLS

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The foundations of planning education in most Latin American countries, (known as education in urbanism), was first taught at the schools of architecture as optional courses to the senior level for those interested in this field. The first Graduate Program in Urbanism in Latin America was created in 1949 at the Universidad de Buenos Aires, Argentina.

Mexico has had in Latin America a renowned tradition in planning education ever since planning educator Domingo Garcia Ramos pioneered the field with his book *Urbanismo*, a prospective of urban development in Mexico for the decades of the 60s and 70s. In Venezuela in 1967, the Instituto de Urbanismo opened as a Research Center pertaining to the College of Architecture and Urbanism (FAU) at Universidad Central de Venezuela with focus on land use, transportation, as well as social and economic issues. Within the Institute's structure the first graduate program in urban planning in Venezuela was created in 1969.

In 1974 at Simon Bolivar University was created the first undergraduate program in urban planning. A year later, Universidad

Autonoma Metropolitana (UAM) in Mexico City created the program Urban Planning and Design of Human Settlements. Since then seven more undergraduate programs have appeared in the region of about the 60 graduate programs in planning that exist in Latin America. This paper analyzes the curricula of the three countries' five urban planning programs that have initiated the undergraduate planning programs' movement in Latin America as a response to the need to start planning education at an earlier stage (Bachelor's degree) where students are more sensitive and open minded to the learn the specifics of a field of knowledge.

The relevance of this research is to gain understanding of the foundations in planning sciences in latin America that may serve as a model for the Schools' Accreditation Process in Spanish speaking countries, including Spain. It also analyzes to what extent sustainability is attained to these programs.

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TEACHING PLANNING PRACTICE: ASSESSING THE MEXICO CITY METROBUS

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For more than a decade, the graduate program in Urban Planning at Wayne State University has required second year students to work in teams to provide planning services to community based organizations in the city of Detroit. This group capstone requirement has proven to be useful in providing students with experience in collaborative work, organizing activities and meeting deadlines. Perhaps most importantly, the capstone requires the students to meet the needs of an external client; the course instructor's assumes a nontraditional role is as coach and resource. While the Capstone has been a success at Wayne, can this approach be transferred to other locations and retain its value? The faculty of El Colegio de Mexico extended an opportunity to test the portability of this model to a Mexico City planning problem. Over a two month period, eight masters' level students worked with two American faculty to conduct an evaluation of the MetroBus bus rapid transit line. Students met with the MetroBus officials, developed a work plan, tested and implemented surveys, analyzed data, and prepared and presented their report and recommendations. Despite substantial cultural differences, the experiment was considered a success by the external clients, the students, faculty of El Colegio and the American faculty. The lessons learned in this first planning practicum will be used to improve subsequent collaborative efforts.

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DID I MISS SOMETHING? HOW HAVE OUR STUDENTS ATTITUDES ABOUT EDUCATION CHANGED?

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The teaching of planning's subject matter to the traditional student, both graduate and undergraduate (ages 18-24) elicited concerns in the 1990's that are still pertinent today. The students' inability to deal with complex issues and low levels of cultural literacy (ACSP, 1990) raised questions about the adequacy of planning education for the then new student. If the 2006 report from the American Institute for Research (AIR) are correct, the situation for all students has not only not improved, but may be getting worse. The AIR report concluded that 20% of college students have only the basic or below quantitative literacy indicating many will be challenged when faced with those complex tasks necessary upon graduation from college. Even the popular press is weighing in on the subject, describing the university graduate as someone who very often expects the top grades or rewards no matter what the actual performance. (Zaslow, 2007.)

Anecdotal stories abound. It would seem that faculty members across the US, regardless of the policy stated in their syllabus, face the questions of how to earn extra credit, or at what percentage do you round up. We deal in situations from the understandable to the inexplicable: requests for due date extensions, excuses for missed deadlines, permission to be absent when schedules conflict or when parents are in town, etc., for none of which does the student expect to be penalized. We respond with the intention of helping the student understand that due dates and assignment responsibilities are part of the "real world" and that the process is just as integral to their education as the subject matter covered. But students aren't always interested in the process, they are interested in the grade (Brem, 2004).

Every good professor knows that he or she must teach a class by beginning from the level of knowledge with which the students arrive. Speaking over students' heads is not viewed generally as a very promising teaching strategy. On the other hand, lowering standards and accommodating every situation so every one receives a high grade is also not the answer for a professor who truly wants his or her students to succeed.

This paper reports on the results of a telephone interview survey of professors of urban planning in the United States. It queries whether the anecdotal reports are accurate both in terms of professors' views of students' attitudes as well as professors' views of their university leaders. It concludes that, yes, the anecdotes are very wide spread and support from above to maintain high academic standards is widely seen as weak at best. These results indicate clearly an on-going and perhaps growing problem facing both educators and eventually, those in practice.

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ROUNDTABLE - WHERE ARE WE AND WHERE ARE WE GOING: A DISCUSSION OF TEACHING AND RESEARCH ON ENVIRONMENTAL JUSTICE AND JUST SUSTAINABILITY

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The purpose of this roundtable is to bring together planning researchers and educators to discuss our current efforts and future directions related to teaching and conducting research on environmental justice and just sustainability. Both environmental justice and sustainability are highly contested, problematized concepts that nevertheless have tremendous potential to effect long lasting change on a variety of levels, from local to global.

Environmental justice, deriving from the 'environmental justice paradigm' (EJP), can be understood as a local, grassroots or 'bottom up' community reaction to external threats to the health of the community which have been shown to disproportionately affect people of color and low income neighborhoods. Sustainability, or the new environmental paradigm (NEP), on the other hand, refers to meeting our needs today whilst not compromising the ability of those that follow to meet their needs. It emerged in large part from 'top down' international processes and committees, governmental structures, think tanks and international NGO networks, although it is now, like environmental justice, at the grassroots.

The 'Just Sustainability Paradigm' (JSP) is an emerging discursive frame and paradigm. It is not, however rigid, single and universal, but links to both the EJP and NEP. In this sense, it can be seen as being both flexible and contingent, composed of overlapping discourses, which come from recognition of the validity of a variety of issues, problems and framings. It arises from the definition of sustainability of Agyeman et al. (2003:5), "the need to ensure a better quality of life for all, now and into the future, in a just and equitable manner, whilst living within the limits of supporting ecosystems", which prioritizes justice and equity, but does not downplay the environment, our life support system. In essence, it is malleable, acting as a 'bridge' spanning the continuum between the EJP and the NEP.

In terms of teaching, the panel will address questions such as:

- How are we teaching awareness of EJP and JSP? How are we bringing these issues into core curriculum? What experience have we had with teaching these topics as electives?

- What technical skills, if any, should we provide students to address EJP and JSP?
- How are we teaching collaboration and community involvement skills, especially in design and visioning?

In terms of research, the panel will address questions such as:

- What are the research gaps?
- In terms of EJP research, are we moving ahead or are we still confounding by issues of “measurement”?

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ROUNDTABLE - GLOBAL INVENTORY OF PLANNING EDUCATION, HOSTED BY GPEAN

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Co-investigators preparing a global inventory of planning schools for the UN-Habitat, Policy Analysis Branch, will describe their preliminary findings.

Planning education systems are highly varied across the globe, and have not kept pace with the changing nature of cities and government. New urban planning problems and challenges which have emerged across the world demand a new range of competencies and skills, particularly for those trained as professional planners, but also for other professional areas of government. Planners now require a range of facilitative and communicative skills in addition to the more technical skills which have formed the core of planning education in many parts of the world in the past. One reason underlying the perpetuation of outdated modes of planning is that in many settings planners continue to be trained in curricula which have not changed for many years.

The present work seeks to understand:

- The traditions and approaches to planning education in various parts of the world, and their evaluation and accreditation systems.

- The extent to which planning education in various parts of the world takes into account the current issues and problems which planning has to face.
- The main theoretical debates in the field of planning education and on how planners learn.
- What skills and competencies do planners require to allow them to address the new and emerging problems of urban areas?
- Are there cases of new and innovative planning curricula which deal with the issues facing urban planning?
- The current global organization and networking of planning schools and how this could be used to assist the revitalization of planning.
- What systems could be put in place to help planning schools and their associations in various parts of the world to respond to new and changing planning issues?
- What could be the role of other organizations (e.g. professional associations) in increasing the availability of planning skills, as well as other learning methods such as distance learning and continuing professional development?
- To what extent are such avenues for capacity building available, particularly in developing contexts?

Investigators/presenters serve as representatives of Global Planning Education Association Network (GPEAN)-member planning school associations.

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TEACHING DIVERSITY IN URBAN PLANNING: FROM THE DISCIPLINE TO OUR DEPARTMENT'S DIVERSITY CODE

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Urban planning, as a practice, has played a key role in issues of diversity in cities and regions, both positively and negatively. Planners have been implicit in perpetuating racism. For example, the almost 500 Sundown Towns in Illinois, where African American people were often violently evicted and then not allowed to be in the town after sundown, were legitimized by using planning tools like zoning, ordinances, housing codes, eminent domain, and development projects (Hartmen, 2006). The many years of municipal planning neglect in the 9th ward in New Orleans, which resulted in massive devastation during hurricane Katrina, was by many accounts an act of racism. The contemporary anti-immigrant ordinances that are popping up across the nation are often developed through planning processes similar to those in sundown towns. On the other hand the Dudley Street Neighborhood Initiative in Boston is an excellent example of participatory neighborhood planning, where mostly African American residents had real and decisive participation in the renovations of their community. It was the first time in the history of the United States that a grassroots community organization was given eminent domain for the purposes of redevelopment.

The lack of diversity in urban planning departments, curriculum, students, and PAB accreditations guidelines is a reality but it can change. DURP-UIUC in the last four years has hired three underrepresented minority faculty and has developed a new specialization called “community development for social justice,” which primarily examines issues of equity and diversity in planning.

Nationally, there are slow increases in the number of minority faculty and a new interest group, called “the planners of color interest group” was formed at the national conference of academic planners last year. Additionally, planning scholarship is increasingly challenging the dominant positivistic model typical in planning research, which has led in part to a systemic exclusion of diversity at many levels: including grants, publishing, and promotion opportunities. In this context creating and teaching diversity in our planning schools is an important goal for achieving social justice and equity.

My paper will first probe the academic environment of urban planning as a work and learning place where professors and students of color or other non-dominant groups often confront micro and some macro aggressions from students and faculty in the dominant group. Currently, our departments diversity committee is collecting data from students and faculty about their experiences of aggression in classes and other campus environments. Already the range of situations is large. For example, during group projects (a big part of planning education) students of color are being excluded. They might not be told about meetings or meetings are held when group members know the student of color is unavailable. A more aggressive situation occurred when a student, in a group where others could hear, told a gay student “there are too many fags and chinks running around campus.” In addition, we are developing appropriate ways of reporting instances of aggression, and suitable sanctions.

This paper will contribute to the lack of work noted by Sue, et. al. on how to handle microaggression (2007). We are developing a rubric of the kinds of aggression experienced; rank them in terms of severity; suggest ways they can be addressed i.e. what kinds of remedies/sanctions can be implemented. This work will culminate in our departmental “diversity code of conduct” and detail the process of how it was developed. To a large extent we are training professional planners that will be helping to shape our communities, which makes it important to explore the realities and the multi tiers of diversity or lack of them in our educational environment and develop ways to change them.

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PLANNERS, PASSIONS AND POSSIBILITIES: AN APPRECIATIVE INQUIRY

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Over the last two decades much has been deliberated about the challenges and ideals of collaborative planning and multi-level governance within ever increasing complex social-ecological and planning systems (Albrechts, Healy and Kunzman, 2003; Hoch, 2007). At the same time core competencies, knowledge and values for planning have been explored to evaluate and inform planning education curricula, approaches and methodologies (Friedman, 1996; Gunder, 2004).

However, the challenges for collaborative and integrative planning and high impact development outcomes are still starkly evident, especially within the context of developing countries such as South Africa (Newig, Voà and Monstadt, 2007; Oranje and Van Huyssteen, 2007). In spite of mechanisms to fast-track skills development, the severe shortage of skills in the planning and development professions remain detrimental to effective planning, governance and implementation (Goss and Coetzee, 2007).

Amidst an increasingly louder plea for the training/‘making’ of competent planning practitioners and leaders, key questions remain. Not only regarding the capabilities, competencies and values critical to planning, but on what actually underlies and contributes to the successes, capabilities and effective contribution of planners and institutions to participate in and/or lead collaborative and strategic intergovernmental (transdisciplinary) planning processes and act as agents of change within complex systems (Abbott, 2005; Bammer, 2005; Mulder, Swaak and Kessels, 2004; Yorks and Kasl, 2002).

A recent pilot project promoting strategic intergovernmental (regional) planning within 13 municipal districts in South Africa, provided an ideal practical learning space to (amongst other aspects) explore these questions.

This paper is based on research conducted as part of the pilot project. The research, which forms part of a PhD, was undertaken within a framework of appreciative exploration, utilising semi-structured interviews with key role players in the project.

Whilst contributing to the understanding of competencies, knowledge and values, the appreciative and whole-person research approach also provides for a set of rich findings, magnifying the difference evident where planners “put themselves into” their work and interact with passion, and the conditions supporting of this.

Within the context of severe challenges faced by developing countries and the resulting demands this places on international planning education, the paper contributes towards understanding (1) the importance of self-direction and passion for ‘new-professionals’ in shaping the future; (2) how such possibilities are created, nurtured and expanded; and (3) on the challenges and hope this holds for individual and collaborative whole-person learning, knowledge productivity and innovation - bridging divides within planning education and planning practice.

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TOWARDS A CROSS-DISCIPLINARY EDUCATION?
TEACHING LAND USE - TRANSPORT INTERACTION
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Planners are nowadays expected to understand and manage different phenomena and their interactions, adopting integrated approaches, combining methods and knowledge from different scientific fields . Land use and transport are among those sectors which interactions are claimed to be understood and considered by planners. This requires particular skills, as beyond some simplistic and evident considerations the relationship between land use and transport is anything but easy.

How do scholars, planners and architects get those skills? When and by whom are they educated to think about those relationships and consider them in planning practices? Although higher education bears the responsibility for that, very little has been done in this direction, so that it is not easy to find courses explicitly devoted to those issues into architects' and planners' curricula.

In Italy, issues related to mobility and to its interaction with land use seldom appear into bachelor and master programs in architecture, urbanism or territorial planning, and ways in which they're taught sharply differ from one university to another. It is then important to analyze the different content, approaches and objectives of those courses, in order to make a picture of the state of the art (and a starting point for further studies), to identify criticalities and potentialities, and to strengthen this important need.

The paper will focus on how the debate over the integration of land use and transport has entered into academic curricula of planners and architects. Higher education programs of Italian universities will be analyzed, in order to verify to what extent students are taught about the relationship between transport and land use and the ways to integrate them in planning studies and practices.

The aim of the paper is then twofold: the general, to stimulate the debate over the ability of planning pedagogy to meet the needs that planning research and practices express, training future practitioners

and scholars; the particular, to analyze the Italian state of the art about the teaching of transport and land use.

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(Being somehow neglected, the literature on this issue is not copious. This strengthens the importance of stimulating the debate.)

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[563] **TAKING IT TO THE STREETS: EXPERIENTIAL LEARNING THROUGH THE LIVING LABORATORY OF DOWNTOWN SELMA ALABAMA**

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There is high complementary value when requests to a University for technical assistance is merged with the eager desires of students "to do something real"; that is what a community service project carried out by the Department of Community Planning and Urban Studies at Alabama A&M University for the city of Selma Alabama afforded. The project brought to the City a body of talented, enthusiastic, and idealistic students supported by faculty. The students provided the human effort to reconnaissance the study area, gather and organize information, and synthesize the thoughts, suggestions, and ideas of residents who participated into a set of strategic, citizen-driven directives for the revitalization of Downtown Selma. This paper presents the learning techniques and the learning outcomes for this student-led community service project. The aim was not only to deliver a professional document to the City but also to assess students' views of the strength of connectivity between the principles and practice of planning taught in the classroom and this real world application. Additionally, the project afforded good feed-back to the Department's outcome assessments process and insight for improving learning modules for Planning.

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[564] **WELL, YOU KNOW, WE ALL WANT TO CHANGE THE WORLD : TEACHING PLANNING THEORY THROUGH THE LENS OF SUBSTANTIVE AND PROCEDURAL JUSTICE**

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In this article, I return to the well-worn question of how to teach planning theory to future planning practitioners. In considering both structure and content of a theory course for master's students, this article by necessity addresses two key debates within theory – the 'gap' and the process versus power lens. From a review of the literature and recent observations of master's students, I make an argument for using the lens of justice to frame planning theory.

The proposed structure and content are centered on the theme of the importance of engagement. I argue that teaching planning theory to master's students must use a lens that engages students with their own interests. Accomplishing this requires tying planning theory (and practice) to the motivations that brought the students to the field in the first place – eg. environmental protection, economic equity, grassroots organizing, etc.

I discuss the potential content for such a course using this theme of justice – procedural and substantive. Interestingly, using this approach, I find writings from authors on both sides of the process and power debate are likely to intermingle. While you cannot consider planning roles or process without placing it in a particular context, you similarly cannot focus on outcomes at the expense of democratic processes. My final sentiments echo earlier writings (eg Frank 2002); it is not so important that master's students are significantly literate in planning theory or that they uncover deeper truths, but rather that they can see the broader issues at work in the process of building or improving our communities.

doctoral student; no connection to dissertation

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INTEGRATING SUSTAINABILITY INTO PLANNING COURSES: BUILDING THE BASIS FOR DISCUSSION

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The School of Planning at Arizona State University has become a leader in developing innovative courses in integrating conventional planning education with sustainability. This is a result of the national trend in planning research and education where sustainability has emerged as a major dimension to effective planning especially in community development and redevelopment. This is a product of planning's strong role in developing ASU's new School of Sustainability. Three planning faculty are also faculty in SoS and have established new courses co-listed between the two schools. Few attempts have reviewed the experience of such courses, how they have been integrated into planning curricula and contributed to planning education.

This paper examines the experience of four courses that attempted to incorporate sustainability into the course syllabi at different levels. We provide information on challenges and best approaches. The analysis of one graduate and three undergraduate classes asks

questions directly relevant to learning outcomes and skills required for students entering the planning profession. How can sustainability best be incorporated into planning curricula? Should sustainability be covered in all planning courses at some level or should there be specialized courses in sustainability practices as in a course called "sustainability planning?" What planning texts are especially valuable for planning students and how have they been utilized? Are there particular problems associated with introducing sustainability as part of larger, conventional-type studio classes?

The deliberately developed graduate course studied sustainable tools, methods and practice in planning. This strongly integrative course yielded important lessons but difficulties emerged in delivery of advanced methods that were new to students. One undergraduate course, "Sustainable Cities," was specifically designed for freshman students across campus but developed in the School of Planning. The course is viewed as an exemplar for interdisciplinary sustainability courses but delivered from a planning perspective. This case provides data on student responses and course learning outcomes demonstrating faculty and student perspectives on introducing sustainability specifically for planning education. A second course, a studio, worked on a Transit-Oriented Development project for a municipality where sustainable design came in the plan only at the "edges," yet this type of educational intervention needs to be examined through extensive, available class evaluations. The third class, a studio, examined environmental justice with research on land use, infrastructure and zoning issues, where students made recommendations on economic, social and environmental terms. This paper will lead to a valuable discussion of the ways in which we can introduce sustainability into conventional planning education.

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STUDIO TEACHING ACROSS THE DISCIPLINES, FROM ART AND ARCHITECTURE TO URBAN DESIGNERS AND PLANNERS

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The studio experience is an integral part -- many would say the integral part -- in the education of students in design-oriented disciplines, from art and architecture to landscape architecture and planning. The results described in this paper come from an online survey of Australian academics being conducted in the first six months of 2008. The survey is one component of the Studio Teaching Project (STP) which aims to describe the fundamental characteristics of studio-based learning in a range of design-oriented disciplines and

to identify the most innovative examples of best practice that enhance the student experience and optimise learning outcomes. Among the issues canvassed in the questionnaire are assessment practices, contact hours, extent of cross-disciplinary student involvement, and available facilities and resources -- and the extent to which those factors are related to the best outcomes. The Studio Teaching Project, funded by the Carrick Institute, is a collaboration of the University of New South Wales, the University of Queensland, the RMIT University and the University of Tasmania.

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TRANSPORTATION-PLANNING COURSES/EDUCATION IN THE U.S.: LITERATURE, NATIONWIDE SURVEY, AND FINDINGS

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This paper reports a nationwide course survey designed to find out how well different transportation-planning topics are taught in the United States. This survey is funded by the U.S. Department of Transportation through the Dwight David Eisenhower Fellowship program. To place the survey into a bigger context and understand better its results, this paper also reviews literature on transportation education in general and transportation-planning instruction in particular. Based on the survey results and the review, spatial distribution of different universities, programs, and instructors offering transportation and transportation-planning courses in the U.S. and its policy and educational implications are examined. Variations in curricula and levels of emphasis of different transportation-planning topics among different programs and universities are dissected. Comparisons of different survey and research results are made to trace the evolution of transportation planning courses and education over time. The study findings provide useful information as well as references for educators, students, departments, universities, and policymakers.

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TRACK 10: PLANNING AND HUMAN HEALTH AND SAFETY

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DIFFERENT DISASTER MITIGATION APPROACHES IN URBAN SETTLEMENTS

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Hypothesis: There are different disaster mitigation approaches between urban settlements in developing and developed countries to achieve the efficiency.

Key Concepts: disaster mitigation, natural hazards, urban risks in developing and developed countries, policy making, administrative structure, legislation and control, research and technology

Key Data Sources: Statistics, reports, scientific publications on disasters, interviews with adhoc authorities and contacts, maps,

Methodology: Empiric Study Relates Issues with the Doctoral Thesis

This paper is a part of my doctoral thesis called "Disaster Resilient Urban Settlements". The findings of a comparative case study of Cologne and Yalova are partially used in this paper.

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Recently, natural disasters with devastating effects on human settlements have proliferated. The propensity of disasters is increasing in the light of such trends as global heating, degrading environmental quality, increasing rate of population in and around metropolitan areas. Due to these facts, the topic of disaster mitigation has become an integral part of urban planning. Since urban settlements are densely populated and constructed (infrastructure and buildings), they have high natural hazard risks. Unless new planning strategies integrating disaster mitigation approaches are applied in the urbanization process, urban settlements unfortunately will still have high natural hazard risks. There are some main principles, policies, strategies, and standards that provide guidance to disaster prone urban settlements with a view to mitigating disasters.

In this paper, two different approaches are proposed to lessen the hazardous effects of natural disasters on urban settlements. First of all, from the perspective of a city planner, it is possible to categorize urbanization processes and urban settlements in developing countries and/or population increasing countries on the one hand and developed countries on the other. Such categorization will also lead to two different types of approaches in the disaster mitigation process in different urban settlements. Even the main concerns of these two types of urban settlements for disasters are different. While the main concern of urban settlements in developed countries is to protect urban assets, that of in developing countries is to prevent causalities.

These differences will be explained in the case studies on Cologne (Germany) and Yalova (Turkey) in the frame of the earthquake threat. The City of Cologne has remarkable particularities in the dimension of earthquake potential and possible loss in her valuable urban assets. These issues are highlighted in various scientific studies in Germany. Yalova is a city located in the 1999 Eastern Marmara Earthquake Region in Turkey. In Yalova, the magnitude of losses stemmed from a high population and construction density in the region.

Because of the multi-dimensional structure of disaster mitigation, in this study, the different approaches on the policy making process, administrative structure, legislation and control, scientific researches and technological integration will be explained on the example of those two different cities prone to ear

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NEIGHBORHOOD PARKS AND THE VALUE OF NEARBY HOMES: INVESTIGATING MULTILEVEL PHENOMENON IN NESTED DATASETS

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Central Theme

Well-designed and maintained neighborhood parks are associated with higher levels of physical activity and social capital among nearby residents (Auffrey and Saelens. 2005). The association appears especially important in lower-income neighborhoods where children are unable to get to or pay for private recreation facilities (Gordon-Larsen et al. 2006). Unfortunately, as local government revenues are increasingly constricted, spending on parks has been cut. Yet, there is evidence that investments in neighborhood parks not only pay returns in increased physical activity, but in higher property tax revenues as well (Sharma and Auffrey 2007). This study builds on that prior research to analyze the association between home values, and the features and proximity of nearby neighborhood parks. While prior research has analyzed this association using multiple linear regression analysis, the current study is innovative in that it employs multilevel modeling techniques, and compares the results with those from a multiple linear regression analysis of the same data. Further, this study uses a recent assessment tool to systematically assess the quantity and quality of all park features.

Approach

Planners frequently deal with nested data for phenomenon occurring at multiple levels (individual nested in households, households nested in neighborhoods, etc.). Multilevel modeling was specifically developed to facilitate analysis of nested datasets where variables are at different levels of analysis. Decomposition of variance in outcome variables caused by independent variables measured at different levels is not possible using conventional multiple regression approaches. In contrast, multilevel modeling permits the simultaneous examination of relationships both within and across levels (Masse et al. 2002; Sibthorp et al. 2004). Another advantage of multilevel modeling is that unlike multiple regression analysis that assumes fixed effects, multilevel models allow slopes and intercepts to vary randomly and therefore permits the identification of contributions of independent variable measured at different levels of analysis (Kreft and DeLeeuw 1998; Hox 2002; Luke 2004).

Relevance

The results of this study have important relevance for planning research and practice. To the extent that an association between specific park features and home values can be established, additional

research will be indicated to determine the causal nature of the relationship. Indeed, if specific park features can be demonstrated to cause higher home value, this knowledge combined with information about the health and social capital benefits of parks could effect a profound change in how planners and local decision-makers view parks; a high priority investment that pays a significant and measurable return.

Key Data Sources

In this study, we analyze data for 810 homes nested around 27 parks in the City of Cincinnati. Park features are evaluated using the Environmental Assessment of Public Recreation Spaces tool (Saelens et al. 2006).

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RENTAL HOUSING MARKET RECOVERY IN POST-KATRINA NEW ORLEANS

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Comerio (1997, 171) reports that in the typical post-disaster housing market, only half of affordable rental units are ultimately repaired to habitable standards. Other affordable units may be re-leased at a higher rent due to owners' increased financial investments. The Louisiana Recovery Authority's Road Home Program for Small Rental Owners attempts to overcome typical financial obstacles to rebuilding rental housing by allocating funds for owners of 1 to 4 rental units. These funds include both forgivable debt financing and grants that require that the owner maintain affordable rent levels for ten years (LRA 2006, 24). The hope is that these funds will restore affordable rental housing options to heavily damaged neighborhoods in New Orleans. However, in areas of extensive damage, the financing may not be enough to create incentives to rebuild this sector of the housing market. Property owners' decision-making involves a complex financial calculation considering repair costs, Road Home funds, other financing needs, and potential rental income, accounting for uncertainty about renter population return and the risk of future disaster events. Since many of the small rental owners are also New Orleans residents, their decisions about investing in rental properties are also related to the decision to rebuild their own homes, which relate not only to financial considerations but also to social ties, employment opportunities, and perceptions of risk. This paper considers the decision to rebuild rental housing based on theories of economic rationality and the possibility of bounded rationality. In a series of open-ended interviews with owners of rental housing, I discover the extent to which owners attempted to forecast financial returns on the housing investment, how accurately they perceived market forces, and how physical risk and uncertainty about the future of the city weighed in their calculations. This set of questions fits with the literature suggesting that rebuilding rental housing is exclusively a financial and economically rational decision. I additionally query owners about the extent to which social, family, and other economic considerations affected their decision. The results point to potential improvements in policies to support rebuilding affordable rental housing in disaster-impacted cities.

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THE FIRST ROUND: BUILDING CAPACITY FOR LOCAL HAZARD MITIGATION PLANNING UNDER THE DISASTER MITIGATION ACT OF 2000

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This paper assesses results of new research into local disaster risk reduction planning capacity building in U.S. communities. Under the U.S. Disaster Mitigation Act of 2000 (DMA 2000) adoption of a Local Hazard Mitigation Plan (LHMP) is a precondition for receipt of federal mitigation grant project funds. DMA 2000 was intended to reduce disaster losses by creating financial incentives for state and local governments to undertake hazard mitigation planning in advance of disasters. FEMA established rules requiring local governments to show how proposed mitigation projects were based on sound planning revealing locally relevant hazards, vulnerabilities,

and capabilities. The initial round of local mitigation plans began emerging in 2003. The first systematic assessment of local mitigation planning was undertaken by California Polytechnic State University-San Luis Obispo under a grant from the Governor's Office of Emergency Services (OES) for revision of the California State Hazard Mitigation Plan through review of 436 Federal Emergency Management Agency (FEMA) approved LHMPs. Objectives were to describe LHMP contents based on FEMA guidance, identify areas of deficiency in plan content and quality, as well as inconsistency with state plans, to permit OES and FEMA to address broader policy implications. While all plans met minimum FEMA standards under DMA 2000, substantial variation in quality was observed, e.g., lack of consistency in definition of concepts and categorization of hazards. Hazard-ranking schemes varied and methods were sometimes insufficiently documented. A questionnaire survey of localities revealed additional factors, such as extent of citizen participation, linkages between LHMPs and comprehensive plans, and relationships with grant-funded projects. However, the picture emerging in California is that local government participation in mitigation planning is significant and overall of good quality. The question is raised: How can local hazard mitigation planning be further improved in California as well as the nation as a whole?

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CITIES UNDER OBSERVATION. SOCIAL AND CIVIL INSECURITIES IN URBAN ITALY: POLICY ORIENTATIONS AND PRACTICES

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The paper presents and discusses the first outcomes of 2 research projects which have been funded in the frame of a European exploratory programme promoted by the Plan Urbain Construction Architecture at the French Ministry of Ecology and sustainable development.

Policies and actions developed at the local level to tackle insecurity issues are today dealing with spatial dynamics and problems induced

by structural processes of socioeconomical and urban change. The main hypothesis we will discuss in this paper is that insecurity issues at urban level are often related to the lack of action in other policy fields: they seem to bridge the social and civil dimension of insecurities and to be very effective in expressing and displaying: the global frame of uncertainty/insecurity in which we are living. Issues of civil and social insecurity do question the effectiveness and perspectives of local public intervention facing problems which fall in the scenery and (physical and social) space of collective life in cities.

The paper will consider on how Italian cities are differently coping with these issues, describing and analysing local policies being developed in six main Italian cities (Trieste, Milano, Torino, Naples, Rome, Palermo). Key research questions we will propose to answer are:

- a. how risks and insecurities, inequalities, social exclusion, segregation and migration develop in cities.
- b. how do the actual transformation processes in Italian cities (indicated by terms such as globalisation, individualisation, social invalidation and marginalisation) shape the policy arena;
- c. how these changes are connected with socio-spatial factors;
- d. which strategies are exercised in cities and how place based policies and planning are interacting with welfare policies and security policies;

A main perspective we are considering is the policy agenda which is set with reference to insecurity issues is relevant to put in evidence and reconsider the role of urban planning and policies in bridging the divide and supporting the development of a more inclusive city.

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PLANNING IN THE FACE OF TERRORISM: IMPLICATIONS FOR PLANNING IN THE POST- 9/11 CITY **Burke, Jason R.** [University of Toronto] burkej@geog.utoronto.ca

Terrorism is an ancient phenomenon that, in its present form, is threatening the way of life for people in cities around the world. Since the September 11, 2001 terrorist attacks on the World Trade Center towers and the Pentagon, cities have undergone a profound transformation as a result of the proliferation of security measures and the decentralization of services (Glaeser & Shapiro, 2002). This research examines the changes which have occurred in the urban environment since 9/11 as a result of the perceived terrorist threat. This is examined from three perspectives: physical, social and economical. Cities are prime targets for a terrorist act and protecting sites vulnerable to terrorism has become crucial for ensuring the economic and social freedom of businesses, governments and civilians (Cutter, Richardson & Wilbanks, 2003).

Planning has been instrumental in some of these transformations such as the implementation of permanent barriers and surveillance cameras. Therefore, this project also addresses how planning has contributed to the overall process of militarization of urban space.

The development of the US embassy, a high risk building in Canada's Capital Ottawa, is used as a micro urban case study to demonstrate how a vulnerable building and its anti-terrorist security measures are impacting the surrounding urban environment. From the framework set out above, an informed analysis will be made on the impact of such a vulnerable building requiring extensive security measures, on the surrounding neighborhood. Through extensive archival research and in-depth interviews with merchants in the vicinity of the embassy it will be possible to determine what has been the impact of some of these changes.

Urban spaces are becoming increasingly securitized and this is being justified in the name of collective security (Graham, 2004). As public space becomes less accessible as a result of security measures it will be important to understand how the seemingly normative process of planning is slowly being co-opted for the security agenda of governments and elite businesses. Therefore, addressing the need to build more secure cities while maintaining civil liberties is a key dilemma facing urban policy makers today (Coaffee, 2003).

This project is part of my larger PhD research looking at the intersection between state interventions in terrorist incidences and the realm of urban planning. Currently, there is little research on how institutional approaches to anti-terrorism security planning fit within urban planning processes and frameworks. As the gap continues to grow between community development and urban security, my future research will shed light on the possibilities for more progressive and inclusive security plans for the future of the post-9/11 city.

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UNDERSTANDING STAKEHOLDER PARTICIPATION IN POST-DISASTER RECOVERY

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This paper presents some preliminary findings from fieldwork conducted in three villages in south India that were affected in the 2004 Indian Ocean tsunami. It focuses on the experiences and involvement of different "stakeholder groups" in the recovery process of each community, including but not limited to traditional societal sub-groups (caste-based groups, gender-based groups, occupation-based groups, etc), local resident organizations, market associations, citizen groups, local non-governmental organizations (NGOs), and local or district level public officials. Using the data collected through informant interview, participation-observation and accounts from secondary sources, it addresses questions such as: what are the factors that influence the level and manner of stakeholder participation in post-disaster recovery planning; what roles do

stakeholder power, trust, legitimacy and sense of urgency of action play; how do stakeholders negotiate their participation based on these factors and what implications does this negotiation have for the planning process; and, what are the strategies and policies that future recovery planning managers may develop, adopt or implement in order to facilitate stakeholder participation?

Long-term disaster recovery is faced with the need to balance speed of recovery with time needed to deliberate on the recovery process and its outcomes. Time delays in recovery planning and financing have implications for whether, where, and when individuals, social groups and businesses decide to rebuild or relocate. For example, delays in housing reconstruction and economic revitalization programs can cause residents and businesses to either relocate to other settlements or rebuild in their current high risk locations. At the same time, there are also reasons to slow down and deliberate on recovery. Firstly, different sections of society are usually affected differently by disasters and have unequal resource capabilities to deal with the situation. Secondly, post-disaster communities are often more divided than they were before the disaster, making consensus on a common future harder to achieve. And finally, disaster recovery presents a unique opportunity for communities to rebuild in a manner that better pre-disaster conditions, thereby calling for careful consideration of future actions. Most post-disaster communities deal with these deliberation issues by initiating recovery planning processes, and emphasizing on participatory planning.

However, recent critiques of participatory planning models have highlighted that current overemphasis on technical aspects of participatory planning undermines the fundamental goals of empowerment and democracy are because influence of factors such as power and community relations are not adequately considered or addressed. Furthermore, it is possible that when faced with time constraints, these issues are likely to be overlooked during post-disaster recovery planning. The challenge for the recovery managers and planners, therefore, lies in conducting a participatory planning process which not only addresses the issues presented by post-disaster social differentiation, but is also cognizant of the time constraints presented by disaster recovery. By exploring the factors that influence participation in the context of post-disaster recovery, it is hoped that we can create a better understanding of decision-making regarding issues of reconstruction and recovery in the time constrained disaster recovery context, as well as aid recovery planning managers in successfully facilitating stakeholder participation in it.

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PLANNING IN THE FACE OF URBAN VIOLENCE: A CRITICAL APPRAISAL FROM RIO DE JANEIRO CONFLICT ZONES

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The issue of urban violence and security is today on the top list of the local planning agenda. Urban violence keeps growing at distressing levels and reaches inhabitants of urban areas as a whole, although it is in poorer areas, ghettos and favelas that it assumes the most perverse and cruel forms. In Latin American countries, and particularly in Brazil, urban violence is often associated with drug dealing and extralegal groups that control squatter settlements.

According to United Nations-Habitat data, in the last 20 years crime rates became a problem for the majority of big cities be it in the North or in the South. In the largest cities of Southern hemisphere, social problems such as, poverty, urban exclusion, street kids, school dropouts, and arms trading associated with drugs trafficking made crime rates even worst. In many cities in different parts of the world, either for war reasons, racial discrimination, socioeconomic inequalities, or even illegal activities, several groups or communities live in a permanent state of siege. At the same time, it is also estimated that the world squatter population grows at a rate of 25 million people per year.

In the city of Rio de Janeiro the levels of urban violence are growing every year, reaching both formal and informal areas of the city with devastating effects over public space, urban culture and lifestyles. The city presents a socio-spatial configuration of informal areas entrenched within the formal fabric and vice-versa. Between them intermediate frontier areas are formed. These are transitional territories, usually blighted zones, which can act either as a barrier or a filtering zone. There, tension is present most of the times and due to its proximity to the informal areas controlled by the drug dealers, real estate and businesses deteriorate and those areas become increasingly blighted and degraded. These transitional zones are the access or passage areas between the favelas and the formal city, and concentrate housing, commerce and services. As much as in the favelas, these areas suffer from violence and rules imposed by drug dealers entrenched in the first. The surroundings of favelas present high levels of deterioration, economic stagnation and real estate devaluation. The coexistence of inhabitants of both areas is usually marked by economic dependency and acculturation. Today there are approximately 600 favelas officially recognized by the City. We can estimate that there will be almost the same number of transitional areas.

This paper aims at analyzing the symbiotic relationship that exists between urban violence and processes of social and spatial segregation, as well as examining how policies aimed at urban violence often neglects the role socio-spatial segregation plays in intensifying urban violent conflicts. It will examine the social, economic and morphological dimensions of some of these areas, comparing these dimensions among some specific transitional areas. Space politics as a field of forces that expresses itself in forms will also be analyzed. I will correlate the degree of urban deterioration with that of urban violence and also examine how planning schemes are dealing with those issues and incorporating urban, social and cultural characteristics of informal areas in these urban frontier zones. I will argue that the perception of risk and fear associated with the degree of violence affect the degree of urban deterioration.

The ultimate goal is to make a critical appraisal of the existing urban problems in these conflict zones in order to propose alternative planning strategies that acknowledges their potential for urban regeneration and may contribute to bridge the divide between formal and informal areas.

I will be adopting a methodology that will identify the levels and dimensions proposed by Lefebvre in the urban frontiers and surroundings and at the same time I will be analyzing the power

relations present there following the conceptualization of power developed by Michel Foucault.

Data for this paper is based on a preliminary mapping of the conflict areas in Rio de Janeiro, statistical data, maps and aerial photos. I will also use newspaper articles and data from the Municipal Department of Planning.

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GREEN INFRASTRUCTURE AND PUBLIC HEALTH: AN EVALUATION OF THE FLORIDA COMMUNITIES TRUST OPEN SPACE ACQUISITION PROGRAM

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Although the social good of public health is a major benefit and potentially powerful justification for land conservation, it has seldom been explicitly touted in local and regional land conservation efforts. Land conservation is fundamental to public health not only because it supports the most basic of human needs for air, water, and food, but it also supports other needs now nascent in the literature including environmental supports for social capital, physical activity, and mental health. The applications of 617 communities applying for state funding from the Florida Communities Trust (FCT) land conservation program between 2001 and 2006 were evaluated to determine disparities between funded and unfunded communities in their responses to application questions with public health significance. The analysis revealed common characteristics among communities receiving support for open space acquisition and disparities between funded and unfunded communities in their

support for community health and well-being. The results indicated that funded communities were more likely than unfunded communities to include almost all of the application criteria determined to support public health. Among the most notable differences is that funded communities are much more likely to propose trails and greenways projects. The FCT is supporting public health and this latent benefit should be used as another important justification for land conservation.

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PORTLAND'S URBAN HEALTH PENALTY CONTINUES A DECADE-LONG DECLINE: HAS GROWTH MANAGEMENT PLAYED A ROLE?

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A mortality "penalty" associated with living in urban areas exists in the United States, which has proven to be an ongoing health equity problem over time (Fischer 1976; House, Lepkowski et al. 2000; Zimmer, Kaneda et al. 2006). In 1998, age-adjusted adult death rates in central counties of large metropolitan areas in the U.S. were 30 percent higher than those in fringe counties (National Center for Health Statistics 2001).

Improving the quality of urban life is an explicit goal of the emerging smart growth movement. The Portland metropolitan area, given its planning legacy and apparent success with growth management, has experienced some positive changes in urban form over the past decade (Song and Knaap 2004). A preliminary analysis shows decreases in urban-rural differentials in mortality in the Portland region, which raises the question whether growth management policies played a role in this change. This research represents an attempt to answer this question.

Mortality data come from the Division of Health, Portland, Oregon and the National Vital Statistics System. The study highlights four types of underlying causes of death that are most relevant to the urban health penalty, including infections and tumors, cardiovascular diseases, respiratory diseases, and external causes such as injury, suicide, and homicide. Urban form GIS data are obtained from Metro's Regional Land Information System (RLIS) and are integrated with the mortality data. Two representations of urban form are generated at the ZIP Code area level, including a simple urban/rural dichotomy and an alternative neighborhood typology that classifies areas on a continuum from urban to rural.

Our analyses begin with investigating trends and variations in adult mortality rates caused by the four identified cause-of-death types in the Portland metropolitan area and in the U.S. at large. Poisson regression is used to quantify how the two urban form classifications can explain the spatial variation in mortality rates. The estimated effect of urban form on mortality rates in both the Portland metropolitan area and in the U.S. overall are then discussed to shed light on how regional growth management policies may influence the health disparity between urban and rural areas.

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HOW IMPORTANT IS TRAVEL MODE TO SCHOOL IN PARENTS' HOUSING DECISIONS?CONNECTING SCHOOL SITING, RESIDENTIAL LOCATION CHOICE, AND SCHOOL TRAVEL

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The past several decades have witnessed a rapid increase in parents driving children to school. Nation-wide surveys have indicated that nowadays more than 65 percent of children are driven to schools by private automobiles (Bureau of Transportation Statistics, 2003; EPA, 2003). In many communities, close to 30 percent of morning peak hour traffic are school trips (Dubay, 2003). Efforts to reduce the number of auto-trips to school and substitute them with walking or biking trips will help address morning peak hour traffic congestion and issues around creating healthy communities.

Children's potential to walk to school depends on where they live. Surprisingly, we know very little about how families make their residential location choice as it relates to school travel. Existing school travel research has generally focused on environmental characteristics that have potential to effect behavioral change, along the line of reasoning that school travel decision is made in reaction to environmental conditions or changes in those conditions (McMillan, 2003 & 2005). Yet some scholars have pointed out that parents' decision about school transportation may well start at when they decide where to live (Black et al., 2001; Ewing et al., 2004).

In this paper, we study school travel as an integral part of residential location choice. Specifically, we try to answer these questions:

1. How is school travel implicitly or explicitly considered in families' decision-making process for residential location, a process that generally involves trade-offs a family faces in addressing its various needs?
2. What local environmental factors around the school sites, such as land use patterns, street network characteristics, transportation opportunities, and housing opportunities play a role in housing location choice, and in turn home-school proximity?

To address these questions, we use data from a large survey of 4,500 parents with children attending public elementary schools in the city of Eugene, OR. This survey collects information on children's school travel behavior, household background, parents' attitude toward school travel means, and their consideration of school travel in their residential location process. We use discriminant analysis and logistic regression to identify environmental and household factors that explain/predict variations in school-home proximity and school travel behavior.

A comprehensive strategy aimed at reducing school auto-trips should consider providing more walkable environments and reducing the demand for auto-travel. A significant shift in school travel modes is more likely to happen when more children live close enough to their schools and more children live in environments equipped with complete physical and social support for walking and biking. Knowledge generated from this project will contribute to the literature on transportation (land use-transportation link), residential preferences, and healthy communities.

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BARRIERS TO PARTICIPATORY PLANNING IN POST-DISASTER HOUSING RECONSTRUCTION

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Scholars and practitioners broadly concur that public participation is crucial for the success of post-disaster housing reconstruction projects. Yet, planners face several challenges in enabling such public participation. One of these challenges has been noted in the

literature as the time pressure to complete post-disaster housing projects so that the lives of disaster victims could be restored to some level of normalcy as soon as possible. Little is known, however, on other factors that may hinder public participation in such post-disaster contexts. This paper aims at filling in this gap in the literature.

The research is based on a case study of the World Bank sponsored housing construction project in Sirinköy in Golcuk district. Golcuk was the epicenter of the August 17, 1999 earthquake in Turkey which officially claimed more than 17,000 lives and damaged quarter of a million housing units. The primary data collection methods for the case study include in-depth, semi-structured interviews with earthquake victims (32 individuals), planners and policy makers (25 individuals) and a local historian. Participatory site observation, a focus group with representatives of neighborhoods (7 individuals), and a review of secondary sources (e.g. newspapers, parliamentary reports) were also conducted.

The paper suggests that participatory planning practices could be hindered in post-disaster contexts by the practitioners' narrow definition of "the public" (e.g., project beneficiaries), inflexibility of participatory institutions, and the time pressures to house disaster victims. The paper offers three lessons for enabling public participation in housing reconstruction projects after a disaster. First, planners need to move away from a narrow project focus while undertaking post-disaster housing reconstruction projects and broaden their definition of the public to include legitimate groups other than the direct beneficiaries of such projects. Second, institutions should not only mandate citizen participation, but also be flexible enough to incorporate citizen inputs into the plans. Third, while planners often need to act under time pressure in times of disasters, they need to include disaster victims in post-disaster recovery processes in a timely manner, not after all the key decisions are made regarding the plans.

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PERCEIVED SCHOOL QUALITY AND ITS INFLUENCE ON MONETARY HOUSING VALUE: URBAN INEQUALITIES AND THE HEALTH OF COMMUNITIES

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The relationship between public K-12 school quality and housing choice is seemingly multi-directional and multi-dimensional. Though, possibly the most basic explanation of the relationship is that there is an underlining desire for parents to send their children to good schools. While several factors go into housing choice, it is reasonable to assume that parents will seek out housing in the best

school zone they can afford, net of other decision factors. Essentially, when shopping for housing, consumers simultaneously shop for schools in this case, deciding whether or not to pay higher home prices to live in better school zones (Fischel 2000; Tiebout 1956).

While the exact extent of the effect is debated, school quality is repeatedly professed to influence monetary housing value. Studies in various decades and US locations have observed relatively similar findings, suggesting a significant and positive relationship between school quality and housing value (Jud and Watts 1981; Figlio and Lucas 2004). Critically, previous studies limit school quality considerations to mostly test scores, not including a full range of school attributes, such as facility age. This is important because, while also debated, there is evidence suggesting that facility characteristics, often due to age and the associated available resources, do affect a student's education (Schneider 2002). Perhaps this is why it has become a recurring theme that newer built schools are generally perceived to be better than older schools; mainly due to the assumption that newer facilities possess more current, and thereby better, resources compared to older facilities, as older schools are not likely updated concurrent with new schools constructed (Baum 2004; Briggs 2005; Gurwitt 2004; Schneider 2002). Thus, a decision to build a new school without concurrently bringing all older facilities in the district to par, could not only adversely impact the monetary value of the housing stock in the older school zones, but also possibly perpetuate socio-economic neighborhood divisions via altered perceptions of school quality and associated housing affordability.

In Florida each school is assigned an annual grade based on standardized student Florida Comprehensive Assessment Test (FCAT) scores. When reviewing Florida schools, "A" graded schools are not always newer than the "B" schools, and so forth. This prompts two central research questions; 1) is there a positive relationship between school grade, school age, respectively and housing values; and, 2) if so, is the magnitude of one relationship greater than the other? The hypothesis is that both school grade, and school age will have a significant positive relationship with housing value; although, per 'newer equals better' perceptions, school age will have a greater magnitude than school grade.

This study employs multivariate OLS regression. The unit of analysis is the detached single-family house and the study sample includes all single-family home sales in Tallahassee-Leon County, Florida recorded in 2006. Home sale prices with corresponding land and structural attributes are provided by the Florida Department of Revenue. The Florida Department of Education and Leon County Schools provide school quality data such as school grade, facility age, facility resources, faculty credentials and student body socio-economic characteristics. All data used for analysis are the most current available as of February 2008.

Including facility age as a measure of how perceived school quality influences housing value expands theoretical and policy discourse; with the implication that new schools, if built in older communities as part of community development initiatives, could help diminish urban inequalities and promote the health of communities.

This research is a pilot study drawn from an approved dissertation proposal. My academic advisor and dissertation supervisor is Charles E. Connerly (cconnerl@fsu.edu).

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[581]

STRATEGIC PLANNING FOR LONG-TERM FLOOD RISK MANAGEMENT IN DRESDEN AND LONDON

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The paper highlights political challenges of strategic planning for long-term Flood Risk Management (FRM) in Dresden and London. Empirical findings are results of the Integrated Project (IP) FLOODsite (Task 13) supported by the European Commission. Within this task, comparative case studies with multiple methods (e. g., document analysis, participant observation, interviews with politicians and officials) were conducted (Hutter 2007).

Moving from defensive towards pro-active strategies is becoming widely recognised in approaches for dealing with safety problems and risks. Strategies involve strategic planning to think and act ahead of the build up of risk. In line with this, FRM emphasises that managing flood risk is a holistic, continuous, and adaptive process. Against this background, the paper highlights four characteristics as indicative of strategic planning:

- Nurturing diversity in decision-making,
- Embracing uncertainty and change,
- Combining the range of existing knowledge,
- Creating opportunity for self-organisation to generate new knowledge.

The Dresden study analysed complexities involved in managing flood risk after the Weisseritz flash-flood disaster in August 2002. The study shows that it is difficult for local and state decision-makers to maintain diversity and to embrace uncertainty after the disaster. This is due partly to limitations of local actors to combine existing knowledge systems and to self-organize. The London study analysed important steps that have been taken towards strategic planning in the London and Thames Estuary region. However, a strategic approach to planning for the longer term remains difficult to achieve.

The paper concludes that the conceptual ideas of strategic planning for long-term FRM are easy to understand, but difficult to implement. Difficulties arise because strategic planning is not only a technical and science-driven process based on a common “language” and common interests. Strategic planning is also a political process based partly on different perceptions and diverging interests (Healey 2007). Therefore, planning scholars can benefit from adopting a research mode of “Engaged Scholarship” (Van de Ven 2007).

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URBAN NATURAL ENVIRONMENTS, HEALTH, AND HUMAN ACTIVITIES

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The global epidemic of chronic diseases has become a major challenge that many counties face. The rising cost of health care and number of premature deaths due to these chronic health problems are alarming. Efforts have been made to respond to this challenge, and one exemplary effort in the US is the current movement to promote physical activity and active living. It recognizes the role of well-designed built environment, as a setting in which physical activity can be encouraged and as an agent to trigger behavioral changes from sedentary to active.

A growing body of empirical studies from multiple disciplines has investigated the influence of the built environment on physical activity and public health (Hoehner et al., 2005; Moudon et al., 2006). However, the consideration of natural environments has been missing or insufficient in these studies. The features of urban nature often include trees (tree-lined streets), forests, parks, trails, water bodies, and other small open spaces, which can serve as attractive, free, and accessible settings for outdoor physical activities. In addition to the many ecological benefits, urban green spaces can increase comfort and reduce stress for people using or viewing the spaces. They can also increase the overall aesthetic quality of the urban landscape. Urban nature, therefore, can potentially influence public health by promoting physical activities and by helping to relieve daily stresses (Coley et al., 1997; Hartig et al., 2003; Kaplan, 1995; Nowak and Dwyer, 2007; Ulrich et al., 1991).

With a particular focus on physical activity, this paper firstly assesses the current status of evidence in linking urban nature with health outcomes and health behaviors based on the previous literature from environmental psychology, environmental behavior, landscape ecology, and park and recreation sciences. This on-going review has yielded some preliminary results. Urban forests are shown to increase quality of life, sense of place, physical and mental health, and aesthetic quality of the living environments (Hartig et al., 2003; Jorgensen et al., 2002; Maas et al., 2006; Schroeder, 1989; Ulrich et al., 1991). Secondly, this paper explains ways that urban nature can be quantified for empirical studies. The measurement methods such as spatial statistics and landscape indices used in the landscape

ecology literature offer useful tools to assess urban landscape pattern (Gustafson, 1998; Haines-Young and Chopping, 1996; Turner, 1990). Finally, this paper concludes with discussions on the theoretical considerations and the methodological tools that can be used to consider the potential impact of urban nature on physical activity, health, and quality of life.

* This paper is drawn from an approved dissertation proposal.

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[583]

TARGETED PLANNING FOR HEALTH: COMPARISON OF PARCEL VS. ZIP-CODE LEVEL TARGETED SCREENING FOR CHILDHOOD LEAD EXPOSURE

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Exposure to lead has long been recognized as hazardous to human health, especially for children, and thus timely screening for lead in high-risk populations is critical to preventing and eradicating this disease. In the US, clinics typically screen children for lead exposure during well-child visits. This approach may exclude children who do not regularly access the health care system. Even if children do access the health care system, not all providers follow CDC guidelines for determining which children are at risk for lead poisoning and thus should be screened. Community-based targeted screening, which actively reaches out to children living in areas at elevated risk for lead exposure, represents an alternative or supplemental strategy to clinic-based screening. Such approaches, however, entail expenses to manage mobile screening teams. Thus systems that allow communities to accurately and efficiently delineate geographic areas for targeted screening are critical to crafting cost-effective, community-based programs.

Geographic information systems (GIS) are increasingly being used for geographically targeted screening and intervention for a variety of health endpoints, including childhood lead poisoning. Relative childhood lead exposure risk levels are often identified at highly aggregated levels such as zip codes because they are reportable by parents and readily recognized by health planners and medical personnel. However, using smaller units of analysis may reveal “pockets of risk” that would be masked within larger geographic units. Due to the recent advances in GIS technology, targeted planning tools have been developed that utilize relatively small geographic units. However, relatively little effort has been expended to evaluate the relative performance of targeted screening based on different geographic scales.

We constructed a parcel-level childhood lead exposure risk model for eighteen counties in North Carolina to predict relative lead risk at the individual tax parcel level. The model combines data from the blood lead surveillance registry, county tax assessors, and the 2000 U.S. Census. This paper reports relative performance of parcel-level targeted screening based on these models compared to the more commonly employed approach of defining high-risk versus low risk zip codes for the purposes of targeting children for blood lead screening. It compares the two approaches by overall screening rate, elevated blood lead level case detection rate, and cost per elevated case detected. The results quantify the improved performance of targeted screening based on highly spatially resolved scales over the traditional zip code aggregative approach.

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PERSONAL AND ENVIRONMENTAL CORRELATES OF PERCEIVED HEALTH STATUS AND HEALTH DISPARITY
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BACKGROUND

During past few decades, not only public health scientists but also urban planners have concerned on the relationship between the built environment and health and have dedicated to understand the link between health and planning. Increasing evidence suggest that the built environment plays a significant role in addressing the well-being and population health. Moreover, unequal distribution of resources and services to support physical activity and healthy diet may contribute to increased disparities in health. However, health disparity is often attributed to differences in population characteristics, and is not clearly understood as a spatial phenomenon.

OBJECTIVES

The purpose of this study is to test the hypothesis that supportive built environments, with conditions to promote physical activity and healthy diet, will be associated with a higher perceived health status and health disparity than environments with less supportive conditions.

METHODS

This study examined the built environmental and personal factors, using a 436-repondent telephone survey and GIS-derived environmental data from Seattle, Washington. The logistic regression model was used to estimate perceived health status while spatial regression model was used for health disparity to account for its spatial autocorrelation.

RESULTS

Positive built environmental correlates of perceived health status included, access to parks and social support for walking or biking; negative correlates included access to grocery stores. Personal factors such as lower Body Mass Index (BMI), increased vigorous activity, and higher education were correlated with higher perceived health status. For health disparity, supportive environmental conditions, including easy access to downtown, banks, and parks, and hard access to convenience stores and libraries were associated with lower disparity level. White population was significantly correlated with higher health disparity and no other personal factors were significantly correlated with disparity.

CONCLUSIONS

The roles of the built environment were determined significant for perceived health and health disparity, after controlling for personal factors. This research adds to the existing health disparity-environment literature by considering detailed and objectively measured built environmental variables and by employing advanced analytical techniques.

A few policy implications can be contemplated from this and the previous relevant research. Land use factors seem to have more consistently significant roles for perceived health status and physical activity than the infrastructure variables. This raises the need for the current zoning and land use policies to be revised to better respond to their public health consequences. Development policies for balancing

between downtown districts and other areas in the city may be important, as areas further away from downtown had much higher disparity. Strategies to create multiple, dispersed centers with routine utilitarian destinations and parks can be helpful.

This study focused on urban and primarily white populations, and further research is needed for diverse population groups and different environmental settings. Further, this study deals with disparity in perceived health status only and more work is needed to understand the full range of spatial disparities related to other health and healthcare conditions.

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[585]

THE PROFANE SEMIOTIC OF URBAN DANGER – POST 9/11 PLANNING FOR SAFER CITIES

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Since the works of Jane Jacobs in 1960s and Oscar Newman in 1970s, planners have constantly discussed how to plan safer cities. Since these somewhat innocent times, much has changed. Instead of local petty crime, we now face global ideologically based terrorism. The local threats which were connected to gender relations, ageism and construction of the youth as dangerous were replaced by – or at least combined with – global threats. Furthermore, many of the theories and explanations of fear which originally had been developed before the attack, suddenly became extremely popular and were used in explaining both why the attack took place and in what happened after it. The resulting “securitization” emphasizes extreme politicization and heightened attempts of governmental control, undermining trust, communication and small scale actions.

Because of this, taking safety into account in planning is ever more challenging. This newly difficult situation has lead many planners to believe in “politically easy” quick solutions, such as CPTED. The neoliberal rule plays a role in this shift, as in urban politics discipline and tight regulation are in fashion. Nevertheless, a completely opposite view could be developed – a view in which fear and insecurity are deeply embedded in social power relations. In this article, I outline three starting points for a future critical planning agenda: 1) Fear experienced by any individual is inherently political, as it is fed by hostility, prejudice and hate; 2) Zero-tolerance urban politics intensify tensions and provoke conflicts instead of easing them; and 3) The partly unintended but very visible changes in urban environments related to improving security – the so called architecture of fear – foster a vicious circle of mistrust and violence. Broad evidence suggests that these ideas hold, even though they go against the grain of the current mainstream thinking on the role of

planning for safety and security. In the article, I wish to show that built environment can, indeed, be planned in a way that reduces fear and supports safety. Instead of tiny modifications on physical lay-out, such strategy should take seriously the analysis of strong urban society and community, represented by Jacobs and Newman among several others. After such analysis, more fundamental topics could enter planning agendas, including the economy of attention, the semiotics of danger, the signs of under-definition and resulting freedom, as well as the subtle mechanics of real care and societal control.

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LOCALIZING EXPERIENTIAL KNOWLEDGE WITH SOFTGIS METHOD – MAPPING PERCEIVED SAFETY AND THE QUALITIES OF CHILDFRIENDLY ENVIRONMENTS

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SoftGIS methodology

Current urban planning practices require a new way of thinking and new methods to improve the role of communicative and collaborative planning. Theoretically well founded participation methods that utilize information and communication technology and geographical information systems (GIS) must be developed to support this work. New, user-friendly methods will facilitate the participation of inhabitants, allow residents to generate information of their living

environment and establish their role as the experts of their own living environment.

SoftGIS methods allow residents to produce localized experiential knowledge. SoftGIS leads us to ask, how the everyday lives of the residents are organised, what kind of place-based positive and negative experiences (Manzo, 2003) residents have and how they behave in their physical environment. This knowledge is collected through user-friendly internet-based applications (Kyttä and Kahila, 2006; Rantanen and Kahila, 2008). Finally, the localized experiential knowledge comprises a special layer in the GIS used by experts as urban planners and researchers. SoftGIS methods are built on following principles:

- the operationalization of the perceived knowledge is grounded in the theories of humanistic geography and environmental psychology;
- the perceived knowledge is gathered with scientifically valid, reliable and ethical methods;
- softGIS methods are developed in co-operation with urban planners, who can use this novel knowledge in their planning practices;
- the database makes systematic GIS and statistical analyses possible; and
- the methods provide a user friendly internet platform for residents to evaluate their everyday living environment.

Case 1: SoftGISsafety method to study the perceived safety

In addition to methods that collect the experiential data broadly, various thematic softGIS methods can be developed to study, for example, perceived safety, urban mobility or experiences concerning the green environment. In each case, relevant research literature and expert researchers should be consulted to produce valid, reliable, theoretically and practically well-operationalized methods. These applications need to be compact and tested modules that can also be combined with each other. The themes should support current planning challenges and represent themes which planners find interesting and relevant. Planners should also always have the possibility of adding to questionnaires some questions of their own.

The softGISsafety method was developed to study the perceived safety of a neighborhood (www.pehmo.fi/muotiala). This web survey was used in Muotiala, a neighborhood in the city of Tampere in Finland. The planning of Muotiala has been inspired by the CPTED-model (Crime Prevention Through Environmental Design). Through the softGISsafety method we gathered profound feedback from the residents about actual perceived safety, sense of community and everyday life infrastructure in the area. The residents localized places of perceived social and traffic dangers, pleasant and unpleasant routes and signs of disorder and care. The results give detailed information to planners how some realizations of CPTED principles, for example, lighting, public space design or light traffic routing are reflected in the residents' localized experiences and use of their environment (Figure 1). The localizations of perceived danger can also be compared with the police maps of the actual scenes of crime. The data can then also be utilized by police in their preventative work in neighborhoods.

Figure 1: Ten CPTED principles applied in Muotiala and inhabitants' perceptions of danger and social interaction

The softGISsafety questionnaire was not publicly accessible as were some of the earlier softGIS applications. Instead, we gathered the addresses from the census register and sent a letter to every household asking all inhabitants over 15 years old to answer the questionnaire on the web. In the second round, a pen and pencil questionnaire was also offered. One hundred and eighty-two (39 per

cent) inhabitants returned the questionnaire either on the web or in the mail. About 30 per cent of the subjects chose the traditional questionnaire; the majority of them were over 60 years old. The next new themes for thematic softGIS applications could be the mobility patterns and perceived health of urban inhabitants. Ewing et al. (2003) have highlighted the need for this kind of micro-level research to study the health-promoting qualities of urban settings as well as the use of GIS-based tools.

Case 2: SoftGISchildren for the study of environmental childfrienliness

The softGIS methods have to be sensitive to the varying skills, interests and orientations of different user groups of the environment. Either special tools for different users or differing interfaces for the same applications must be available to guarantee as wide participation as possible. The interfaces are designed to be easy-to-use because they are built for people who are not familiar with web-based GIS services.

The softGISchildren method in Figure 2 is specially designed for the use of children and young people. An internet-based design game (www.kaupunginosat.net/seikkailu/) that mediated children's environmental visions preceded this method (Kyttä et al., 2003). Theoretically, softGISchildren is based on the definition of environmental childfrienliness by Kyttä (2003), where the diversity of environmental resources and access to play and exploration were chosen as the two central criteria of a child-friendly environment. In the softGISchildren method, this two-level model was enlarged with a third level, namely the well-being and perceived health of the children. In the softGISchildren method, 9-15 year-old children can, for example, locate places (affordances) that are functionally, emotionally or socially meaningful, draw a route from home to school and speak about their perceived health and well-being. This method grasps the essential qualities of child-environment relationships that are theoretically-based and empirically-tested in earlier studies.

Figure 2: The softGISchildren method

Currently, we are collecting data with the softGISchildren method in the city of Turku with the help of local comprehensive schools. The local actors, city authorities and schools have been active during the method development and are eager to receive the results. These different actors have differing interests in the data. The softGISchildren application will be open after the research data collection and a special tool to explore the experiential knowledge in web has been developed. An online, interactive map-based data analysis tool, softGISview, is currently under construction that can be used by both planning professionals and the public. Privacy needs to be carefully considered in the development of this online tool to explore the experiential data of children and young people in web.

A future example of a method targeting a special group can be a softGISelderly tool. Although the elderly are a challenging group to approach through the web, an interesting theme could be, for example, the mobility constraints of the environment from the point of view of ageing women.

Finally

SoftGIS methods encourage residents to produce localized experiential knowledge and offer them the possibility to share their knowledge of their living environment with urban planners and researchers. The produced 'soft' data can be analysed together with 'hard' data included in Geographic information systems. Thus, the

role of web-based softGIS emerges as a planning support system that strives to build a bridge between residents and urban planners.

Keywords: softGIS; experiential knowledge; collaborative urban planning; critical GIS

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THEORETICAL IMPLICATIONS OF PUBLIC TRANSIT USE IN THE RELATIONSHIP BETWEEN WALKING AND THE BUILT ENVIRONMENT: MEDIATOR, MODERATOR, CONFOUNDER OR CATALYST?

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Associations are found between walking and the physical features of the neighbourhood a person resides in, suggesting that some types of environment are more favourable to walking than others. However, researchers have largely overlooked the contribution of public transit use in shaping the relationship between walking and different built environments. Recent evidence points to a direct positive relationship between transit use and walking. Since the relationship between the built environment and the share of transit users is well documented, and since a greater share of public transit patrons earn lower incomes, measuring and assessing effects of public transit attributes ought to be included in studies on the correlates of walking.

Through a review of empirical, theoretical and methodological literature in the field, I present observed associations between public transit use and walking. I identify uncertainty in the theoretical framework and unexplored avenues in the application of multilevel ecological models. What are the mechanisms through which public transit use can influence walking? Do the relationships vary for groups of individuals, or for types of built environments? I elaborate

on a number of hypotheses and present research designs that can help untangle these effects, noting the methodological challenges in ascertaining mediating and moderating effects. I also offer a theoretical interpretation of the association between public transit and walking using the concept of catalyst. Finally, I identify the contribution of public transit planning research.

It may be hypothesized that public transit use moderates the relationship between built environment and walking, since we find higher proportions of transit users in denser built environments, and since transit users may tend to walk more than non-users in lower density environments. Likewise, while a higher proportion of individuals in higher density neighbourhoods are more likely to achieve recommended physical activity levels through walking regardless of whether they use transit or not, greater differences may be found between transit users and non-users in lower-density neighbourhoods. By typically bringing users to central areas with higher densities and a mix of services accessible within walking distance, transit use may further support walking and act as a catalyst for an active lifestyle. Public transit use may also mediate the relationship between income levels and walking for transportation. Lower income individuals are often found to walk more for transportation and are more likely to use public transit, which calls for an assessment of the differences in physical activity between lower income transit users and non-users. Addressing these issues will strengthen our understanding of the role of public transit use in walking, and may provide guidance for multimodal transportation policy. Doctoral Student: The paper is linked to the hypotheses of the research proposal (not defended)

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BUILDING CAPACITY TO CREATE HEALTHY URBAN PLACES

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In 2003, the Healthy Places Research Group (HPRG) was established by Emory University's Rollins School of Public Health and Georgia Tech's City and Regional Planning Program and Center for Quality Growth and Regional Development, with assistance from the Centers for Disease Control and Prevention. The purpose of HPRG is to build a common language, develop relationships, and share knowledge,

ideas and resources among individuals representing various disciplines who work to create healthy urban environments.

HPRG originally emerged as a forum for planners and public health researchers and practitioners to discuss issues associated with health and the built environment in urban settings across the United States, with a special emphasis on Atlanta. During monthly meetings, presenters discussed research efforts, new assessment tools, and issues relevant to local planning and public health practitioners. Over the last five years the Healthy Places Research Group has not only sustained participation by interested parties, but its membership has expanded. Members currently include researchers, citizens, practitioners, and students who represent various disciplines, (e.g. architecture, planning, engineering, and public health) and sectors (e.g. public, private, nonprofit, and academic).

In addition to serving as an important venue for information exchange and networking, HPRG has evolved to play an important role in building local research capacity on health and the built environment. For example, HPRG members have received over \$1 million in research funding and have conducted seven of the roughly 25 Health Impact Assessments in the United States. Through HPRG, evidence from these initiatives has been disseminated to practitioners who have actively applied the findings to local issues, policies and projects. In turn, practitioners have provided valuable feedback and insights to better frame future research questions and methodologies. Finally, HPRG has provided new opportunities for students. Several students have participated in multidisciplinary graduate work on healthy places and a joint graduate course on health and the built environment that was created between Emory University and Georgia Tech in 2007. All of these research and educational initiatives emerged through the HPRG.

In this paper, we describe the evolution of the HPRG and several key outcomes associated with this organization. We then explore the reasons for the success and sustainability of HPRG and conclude with "lesson learned" and recommendations to others interested in building and sustaining local collaborative capacity for trans-disciplinary and trans-sectoral research, education, and application.

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POSTER: WALKABILITY: AN EVALUATION OF EXISTING PEDESTRIAN INDICES

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Background: Several indices have been developed in the last two decades that quantify and evaluate the walkability and bikability of communities (Eg: Bradshaw (1993); Frank et al (2005)). This study reviewed the indices that evaluate the built-environment for its walkability. Furthermore, a theoretical framework to objectively measure the built-environment constructs that influence walking using GIS was developed. One particular study germane to this review is the evaluation of environmental audit by Moudon and Lee (2003).

Objective: The conceptual model by Pikora et al (2003) identified two main factors that influence walking in neighborhood: (1) physical environmental factors and (2) individual factors. This study investigates the objective measures of built-environment, which includes both the physical environment and individual characteristics. The objective measures that can be quantified in GIS need to be conceptualized for three reasons: (1) measures developed in GIS can be cost and time effective, (2) GIS based measures can easily be standardized and replicated across studies, and (3) common measures comparable across studies can help make better policy-based decisions.

Method: Twenty-one pedestrian focused indices were reviewed for the scale of measurement, type of data, source(s) of the data, and the list of specific variables used to develop the index. The identified variables were classified into 11 constructs such as sidewalk, road, intersection, vehicle, pleasantness, safety, etc. Doing so helped identify the specific constructs of built-environment that were used to develop these indices.

Results: Eleven indices quantified the suitability for an area; six indices used GIS measures to develop the index; twelve indices used variables that can be objectively measured using GIS, and only five indexes of 21 used the variables of lateral separation such as sidewalk buffer and shoulder lane. In total, 73 variables were used to develop the 21 indices. Of the 73 variables, 49 were identified as objective variables and 24 were identified as non-objective variables.

Implications: This study adds to the conceptual model by including the objective measures of both physical environment and individual factors such as amount of sidewalk, road network, demographic of the study population and subjective measures of physical environment and individual factors such as perception of environment and preference of individual in the community. The objective measures of the physical and individual measures in GIS reveals three distinct characteristics: (1) Locational Characteristics, (2) Segmental Characteristics, and (3) Areal Characteristics, that can guide further studies that use GIS for measuring the built-environment.

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MAKING THE CASE FOR SCHOOL CONCURRENCY

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Background and Central Theme

In Florida governance, school boards and local governments are independently elected constitutional bodies. Each has the authority to

independently assess taxes. Local governments prepare comprehensive plans to guide growth and development. School boards plan for, fund and build school facilities. This divided authority has made coordinating school capacity with growth very challenging.

School concurrency – the requirement of local comprehensive plans that adequate school facilities be in place to sustain growth and development – was made mandatory for the vast majority of local governments in Florida in 2005. When in place, residential developments are denied if school capacity is not available to accommodate the impacts of development. This paper discusses the role of school planning in the larger context of community planning in Florida and the developing policies to ensure that school capacity is coordinated with growth. Specifically, the relationship between level of service standards for evaluating school capacity and financial feasibility in comprehensive plans is reviewed.

Relevance to Planning

Many other states are trying to find ways to coordinate growth with adequate school capacity. This study looks at the approach taken by Florida and lessons learned and its applicability to other places trying to coordinate growth with school capacity.

Approach and Methodology

The approach draws on general research on school planning, technical assistance documents for school concurrency by Florida's land planning agency and Department of Education (FDOE), the work of six pilot communities that produced early school concurrency programs as models for local governments, and the practical experience of working with Florida counties to implement school concurrency. School concurrency requires local governments and school boards to define adequate level of service for school capacity. The financial feasibility of various methods of implementing level of service standards in three Florida school districts – Sarasota, Hillsborough, and Orange – are reviewed and analyzed.

A necessary component of establishing level of service standards is a reliable, accurate measure of school capacity. Two methods for measuring school capacity are "Program Capacity" and "Florida Inventory of School Houses (FISH) Capacity." FISH capacity, the FDOE standard measure, has been shown in school utilization studies to provide inflated values. Program Capacity is a newer measure which seeks to be more precise by measuring capacity based on actual use of school's space and curriculum needs, and in being may forceschool districts to build more facilities to increase capacity which often requires support with local sources of funding. FISH Capacity is used when developing the school district's financially feasible "District Educational Facilities Work Program." This may lead to a financial feasibility problem.

School capacity values are used to determine the length of time required for a school district to achieve desired level of service standards and become financially feasible. Preliminary findings for Sarasota, Hillsborough, and Orange counties suggest that a district's method of calculating school capacities can greatly influence the length of this time period. This research seeks to analyze these two methods and their reliability as a component in establishing level of service standards. Methods and timelines for achieving financial feasibility in coordination with local governments are also analyzed.

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URBAN PUBLIC MARKETS: A SUSTAINABLE FOOD VENUE FOR HEALTHY FOOD SHOPPING
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- U.S. health studies find inner-city low-income residents are at higher risk for heart diseases, cancer, diabetes, and hypertension. Dietary studies indicate that low-income residents consume less fresh fruits and vegetables and more cholesterol rich foods than other ethnic groups. In U.S., one of four adults below poverty is obese compared to one in six adults with incomes above \$67,000. Historically, the emphasis of prevention programs was change individual behavior (e.g., the diet), educate the individual on what is best for them with less attention to the impact of the built environment on health outcomes.
- The U.S. Healthy People 2000 (1990) initiative has called for more collaborative efforts in community-based health initiatives to redress the inner-city health disparity gap. The premise underlying community collaborative efforts is that individual behaviors are embedded within social, economic, and built environments that shape behavior and provide access to resources to maintain healthy living. But ecologic studies of health behavior show an association between health behavior and resources available in the environment. Studies of food shopping accessibility indicate that there is a relationship between the levels of obesity found in inner-city neighborhoods and being located in a food desert (Policy Link, 2002). Community developers, however, have not proactively addressed the synergy between community wellness issues and community food systems.
- The purpose of this paper is to explore the viability of a public market to serve as a vehicle for community food development that serves as both as a regional anchor for a community food industry while offering an effective alternative for healthy food shopping in

low-income neighborhoods. The Project for Public Spaces (PPS) has noted that “one of the most obvious, but perhaps least understood, methods of enhancing social integration in public spaces and encouraging upward mobility are public markets” (Ford Foundation, 2003, p. 3). The study is a case analysis of a public market located in the City of Buffalo, New York. The paper will examine 1) the challenges facing the market through 300 customer surveys and expert interviews and 2) the healthy food challenges facing the neighborhood by contextualizing access to food shopping through site visits, mapping the accessibility to food shopping, and 50 in-depth interviews of community residents.

The relevance of this research for planning practice is the illustration of the benefits of sustainable neighborhood food systems to community wellness. The paper concludes with remarks on the obstacles and strengths for enhanced neighborhood wellness through the integration of community wellness into community-centered revitalization strategies.

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IS THE RELATIONSHIP BETWEEN BUILT ENVIRONMENT AND OBESITY SCALE INVARIANT? AN EMPIRICAL INVESTIGATION

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The multiple dimensions of the obesity epidemic have become an increasingly debated issue in the domestic and international public health policy arena. The impact of the built environment on obesity, in particular, has been receiving a great deal of attention lately. Indeed recent concerns in the planning community seem to imply that urban sprawl induces sedentary lifestyles among Americans, and is thus, even if indirectly, responsible for the obesity epidemic (Ewing et al., 2003; Frank et al., 2004). However, Sööt et al. (2006) and Metaxatos and Sööt (2007) refuted such arguments and supported the view that, at least in the Chicago area, factors such as college education, household income, distance from downtown Chicago and ethnic and racial characteristics in the ZIP code are related to obesity.

The available empirical evidence shows an association between the built environment and physical activity. However, the characteristics of the built environment most closely associated with physical activity remain to be determined (TRB, 2005). The fact that there is no such consensus established in the literature motivated us to ask:

What does the spatial level of analysis have to do with the findings regarding the relationship between built environment and obesity patterns? How invariant are such findings across different geographic scales? To answer such questions we undertook a study in a ten-county region in Illinois within the current Chicago metropolitan area at the census tract level, which is the smallest geographic scale at which sprawl measures and socioeconomic and demographic characteristics of individuals are available.

We used standard methods in spatial statistical analysis using data from three principal sources: (a) The Illinois Secretary of State, (b) the U.S. Bureau of the Census, and (c) the Spatial Decision Support System (SDSS) in the University of Illinois at Chicago (UIC) Urban Transportation Center (UTC). The Secretary of State office has provided information on both driver's licensees and State ID cards for May 2003. Each record includes the address with the ZIP code, as well as the height and weight of each individual that we used to compute the Body Mass Index (BMI). The Census provides general housing and urban characteristics for the ZIP code areas. Finally, UTC's SDSS provides socioeconomic and demographic information at the census tract level.

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INTRODUCTION TO PRE-ORGANIZED SESSION SCHOOL SITING AND HEALTHY COMMUNITIES

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This session brings together a number of the growing group of planning scholars investigating the impacts of school siting and capital planning on the health and sustainability of communities, and looking at the policy and governance issues involved. A rich literature exists in the area of school siting and active travel to school, focusing on the links between urban design, transportation and choice of travel mode to school, with a focus on walking and biking to school as a way to promote health; planning scholars have actively contributed to this. Two of the papers build on what is known about links between school siting and active travel to school using recent data from Florida and Oregon, including discussion of the role of state policy in shaping where schools are located. Several existing studies by planning scholars probe the extent to which school districts and local governments communicate about school siting and capital

planning decisions. One of the papers in the session focuses on these issues in Florida which has been on the leading edge of developing policies to ensure that school capacity has been coordinated with growth; it looks specifically at the relationship between level of service standards and financial feasibility in comprehensive plans. A related literature that has not yet been brought into the work of planning scholars is the economic literature on school quality and monetary housing value. Two of the papers in the session build on this literature and look at the effect of school quality (including location) on housing choice. An overview paper shows how these factors link to a broader conceptual framework for considering both the direct and indirect links between school siting/capital planning, individual health and health behaviors, and the health and sustainability of communities.

Presenters

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SCHOOL SITING AND HEALTHY COMMUNITIES: A CONCEPTUAL FRAMEWORK

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In this paper I develop a conceptual framework for assessing the impact of school siting and capital planning on the creation and maintenance of healthy communities. It traces the effects of locating school facilities in particular places, or deciding to build new schools rather than upgrade existing facilities, through neighborhood built and social environments, through particular environmental health 'stressors' such as hazardous roadways between homes and schools, unsafe streets, poor air quality, to their effects on the physical and mental health of the students, teachers and staff, and on the academic achievement of students. It also traces the reciprocal association between school siting and capital planning, the quality of education, and residential income and/or racial segregation. In so doing, it places the recent work by planning scholars in the United States on school board decision making and local coordination,⁹ safe and active travel to school,^{1,4,8} and the environmental impacts of current patterns of travel to school,³ into a broader framework in which school location and quality, the health of communities and the health of the individuals who live, work and go to school in them, are inextricably linked.

In developing the conceptual framework, I draw from key studies in different disciplines. Those from public health help assess the direct links between school environments and the health of students, teachers and staff, such as temperature and humidity, playground safety, air quality both inside and outside schools, and violence, and make the argument that these are central to successful academic achievement.⁶ Studies from transportation research help assess the importance of transportation systems and urban form in ensuring safe travel to and from school,^{1,4,8} which directly influence the likelihood of injury and the availability of opportunities for physical activity.

Studies from history and sociology provide the basis for evaluating the effects of neighborhood built and social environments on school quality, educational achievement, and health, and the extent to which these are influenced by school location and upgrading decisions.² A literature in the field of economics helps assess the association between school quality and property values.^{5,7} A framework such as

this helps illuminate the trade-off's and synergies involved in decisions about school facilities siting and upgrading.

Note: This paper builds on a talk the author will be giving at the Florida State University School Siting and Healthy Communities Symposium in early April 2008. The symposium brings together scholars working on this issue from around the United States.

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CHILDHOOD MOBILITY AND THE JOURNEY TO SCHOOL IN "URBAN" AND "SUBURBAN" SPACES

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Research shows that children and youth who travel to school by walking or cycling (Active School Transport or AST) are more physically active than passive commuters (e.g., Cooper et. al., 2003; Kerr, et. al., 2006). Increased AST may provide an important source of daily energy expenditure and contribute to higher use of sustainable travel choices over the longer term (Black, et. al. 2001; Cooper et. al., 2003). Developing a better understanding of the social and environmental conditions that support AST in order to improve healthy behaviors, therefore, is an important policy concern.

Interest in AST and the built environment continues to develop (Timperio, et. al. 2006); but much of the research on behavioral outcomes has limited the discussion of urban form to coarsely measured differences between "urban" and "suburban" municipalities. Using data from the 2001 Transportation Tomorrow Survey (TTS) of the Greater Toronto Area (GTA), this study seeks to understand AST of youth aged 11-13 for the a.m. journey to school at a finer geographic scale. It hypothesizes that local geographic differences in form are more important to levels of AST than simple urban or suburban location.

The GTA is Canada's largest city region with a wide range of urban and suburban environments. The 2001 TTS contains approximately

137,000 completed telephone interviews (for a 5% random sample of total GTA population) consisting of more than 817,000 trip records, including data on the journey to school for children aged 11 years and older. Data is aggregated at the level of more than 1700 traffic zones. The size of the survey and relatively fine grain of spatial aggregation allows for variations in AST to be explored in great detail across the entire metropolitan region.

The study is structured in two stages. In stage one, we apply the Getis-Ord (Gi*) local statistic to identify AST “hot (active)” and “cold (inactive)” spots across the study area. In stage two, contingency analysis and parametric approaches are employed for the purpose of exploring the associations between AST rates and socio-demographic, mobility, and built-environment variables that are expected to partially explain systematic variations of AST. The refined spatial analytic scale is expected to produce results which will contribute to the limited literature, and improve the development of policy, particularly in the Canadian context. To this end, the paper concludes with a discussion of the implications of the findings for AST research and the development of policy centered on the relationships between the built environment, child health, and the journey to school.

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INTRODUCTION TO PRE-ORGANIZED SESSION ISSUES IN POST-DISASTER RECOVERY PLANNING: A GLOBAL PERSPECTIVE

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Post-disaster recovery planning is often plagued with problems such as government officials unprepared to deal with housing aid recipients; housing aid that does not meet the needs of socio-economically weaker groups; outside donor programs (private or public) that exclude local involvement and lack public participation; and poor co-ordination and conflicting demands between various government agencies (Comerio, 1998; Berke & Beatley, 1997;

Blaikie et al, 1994; Bates & Peacock, 1993; Anderson & Woodrow, 1989). Hazards researchers (Drabek, 2002; Comerio, 1998; Berke and Beatley, 1997) agree that this is mostly due to a lack of understanding of post-disaster recovery processes, a field that is largely understudied. The objective of this panel is to address issues and questions that relate to post-disaster recovery planning processes from different geographical perspectives, namely United States, Turkey, and India. Each paper in this panel speaks to a broader underlying question - what are the elements that impact and influence reconstruction and recovery planning in post-disaster situations.

The panel includes five paper presentations. Lisa Bates’s paper takes a close look at the impact of federal and state level housing recovery policies on low-income homeowners and renters in Post-Katrina New Orleans. Divya Chandrasekhar’s paper investigates aspects that influences decision of stakeholder groups, such as NGOs, state and national government agencies, or business/market associations, to participate in post-disaster recovery processes. Emel Ganapati’s paper examines factors that hinder public participation in post-disaster planning activities by looking at the World Bank financed housing recovery program in Golcuk, the epicenter of the 1999 earthquake in Turkey. Anuradha Mukherji’s paper focuses on the impact of World Bank funds on post-disaster housing recovery outcomes in Bhuj and Bachhau, two towns close to the epicenter of the 2001 Gujarat earthquake in India. Robert Olshansky’s paper explores land banking issues in New Orleans following Hurricane Katrina, where the city hopes to use thousands of private land parcels that have become public owned lands to address public policy goals such as affordable housing, flood mitigation, and green construction.

Through its paper presentations this panel hopes to globalize the discussion of recovery planning while drawing attention to many of the similar threads that run through all these post-disaster recovery planning situations.

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FOLLOWING THE MONEY: IMPACT OF WORLD BANK PROGRAMMATIC CONDITIONS ON HOUSING RECOVERY IN POST-EARTHQUAKE URBAN KUTCH, INDIA

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Following the 2001 Kutch earthquake in the state of Gujarat in western India, that flattened 230,000 houses and damaged 1 million housing units, the World Bank approved a reconstruction loan of 700 million US dollars to India, of which 380 million US dollars was allocated for urban housing recovery in Kutch. This paper looks at the impact of the World Bank's conditions for project implementation on post-earthquake housing recovery in Bhuj and Bachhau, two towns close to the epicenter of the earthquake. The World Bank uses programmatic conditions as tools to follow the progress of a loan-based program in a borrower country, and to decide upon the disbursement of future funds. Yet, the World Bank has increasingly grappled with how to design a balanced set of conditions that would address the intrinsic tensions between the need for flexibility during implementation of projects and the Bank's priority to maintain discipline in terms of project cost, time schedule and government accountability (World Bank Report, 2005). The research examines how the Bank's need to follow its project schedules and deadlines competed with the program's need for a more flexible approach, and the impact of these inherent tensions on final housing recovery outcomes in Bhuj and Bachhau.

Data from extensive field interviews show that the Gujarat government used World Bank funds to give financial assistance for housing reconstruction to homeowners in Bhuj and Bachhau, whose houses were severely damaged or completely destroyed. The funds were released to homeowners in three installments. However, the number of homeowners who received the second and third installments was significantly lower than the numbers who successfully received their first installment. In Bhuj, while more than six thousand households were approved for the first installment, only five hundred received their second installment. In Bachhau, almost six thousand households were approved for their first installment, but only half that number received their second installment, and only a third of the original applicants were approved for the third installment. Preliminary findings suggest that the World Bank's timetable for disbursing money to homeowners was incompatible with the actual pace of reconstruction work on the ground in Bhuj and Bachhau, leading to a gap between the number of approved applicants for the first installment and those approved for the second and third installment. This reduced the capacity of households to rebuild their homes, and critically impacted final housing recovery outcomes in both towns.

Given the increasing role of the World Bank in funding post-disaster housing reconstruction needs, particularly in developing countries (Freeman, 2004), the findings of this paper will provide an important insight into the impact of World Bank's programmatic conditions on post-disaster housing recovery outcomes, and help design more appropriate reconstruction loan guidelines during future disaster situations in India and beyond.

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EXPLORING SPATIAL DYNAMICS OF SOCIAL INEQUALITY: SOCIAL CAPITAL, POLITICAL PARTICIPATION AND NEIGHBORHOOD SAFETY

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This study addresses both theoretical and methodological issues relating to the spatial distribution of social inequality. It seeks to explain what factors contribute to the spatial variations of neighborhood inequalities of political participation and neighbourhood safety using GIS (Geographic Information System) and spatial statistics. A review of literatures has identified and explained various factors such as economic status, social control, collective efficacy, structural constraints, physical and social disorder, and political, demographic and institutional factors. Among them, we are particularly interested in social capital. The concept of social capital has risen to importance in both the theoretical and applied researches in community and regional policy literatures over the last decade. Social capital has been applied in a variety of contexts to explain the ability of neighborhood to solve the problem of collective action. According to both the socio-economic model and social connected model, social capital is positively related with political participation. Similarly, additional literature topics revolve around the concept of how a community's relational social foundation (via binding and bonded relationships), which is the basis of social capital, can be a measure of how safe a neighborhood is.

In community planning research, a considerable amount of studies have been devoted to linking social capital and neighborhood structural inequalities of participation and safety. However, relatively small attention has been paid to the nature of spatial dependence and social processes in empirical researches. Using GIS, we will analyze aspects of spatial interaction. Spatial econometric methods will be employed to incorporate the spatial dependence into the estimation models.

The main goals of this research are (1) to develop an analytic framework to explain the relationship of social capital, political participation and neighborhood safety; and (2) to develop spatial models to empirically test the relationships of the factors that matter with spatial variation of inequality. Empirical testing of this study is experimental and analytical in nature.

Social capital consists of multiple components and dimensions. It is a theoretical concept but is not directly observable and often subjectively assessed. Therefore it is not easy to measure. However, the concept of social capital is expected to be related with a set of observed variables or indicators. This premise allows the development of a measurement model that employs various proxies of social capital. This study uses several proxies that are employed in the literatures to create a comprehensive index of social capital. Neighborhood safety concept is not easy to measure either. But this study attempts to introduce a measure that captures the concept of neighborhood safety by combining related indicators such as crime and risk.

The research methodology used here is a combination of analytical reasoning based on theories and statistical analysis. The study area is Lincoln, NE. The Data comes from the various resources such as census data, business patterns, crime reports of Lincoln Police department, risk data of Lincoln Fire department, registered voter data of Lancaster county election commission, various city and built environment datasets from Lincoln Planning department and other government statistics. Variables of social capital and collective efficacy will be collected through interviews and surveys.

This study contributes to the knowledge of the relationship of social capital and neighborhood's social inequalities such as political participation and neighborhood safety. It also contributes to the

methodological improvement in neighborhood researches. From the planning practice perspectives, this study has important planning implications for community analysis and urban development policies as communities move towards comprehensive community initiatives.

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LAND BANKING IN NEW ORLEANS

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This paper will present the current status of land banking in New Orleans following Hurricane Katrina. "Land banking" in this case is defined as follows: public ownership of land for purposes of converting it to other uses.

The ongoing process in New Orleans includes approximately 7,000 parcels voluntarily sold to the state following Katrina via the "Road Home" program, several thousand blighted properties from before Katrina, and anticipation of additional blighted and tax-delinquent properties over the coming years. At the time of this writing, the city and the New Orleans Redevelopment Authority are developing policies for returning city-owned parcels to public (school sites, parks) and private use. Policies address a variety of goals, including economic development, affordable housing, flood mitigation, green construction, proximity to the city's priority development areas, and urban form. Policies will be developed in conjunction with meetings with neighborhood organizations throughout the spring.

Our work also includes analysis of the publicly-owned Road Home properties. This includes characteristics related to the owners' decision to sell—socioeconomic characteristics of census blocks, depth of 2005 flooding, timing of decision, and prior decisions of neighbors—as well as to characteristics related to future development potential. More importantly, our work also includes evaluation of other flood-damaged properties in New Orleans. Many city officials suspect that significant numbers of owners who have received reconstruction money from the Road Home program will, in fact, be more likely to use the funds for other purposes. Our current research uses a range of prototype property owners to explore the extent to which additional abandonment may occur.

The paper will describe the status of these processes in New Orleans as of July 2008, and will present results of our analysis of Road Home properties in the city.

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URBAN RECONSTRUCTION: SOME LESSONS TOWARD VULNERABILITY REDUCTION

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This paper is based on a study in Bam City's reconstruction in Iran since the Bam Earthquake in 2003.

Considering Iran's seismicity and its history of several devastating earthquakes in different parts of the country such as Tabas (1978), Manjil (1990) and Bam (2003), reconstruction period could be considered as an opportunity to reduce vulnerability and increase safety and security in cities. This indicates that planning for reconstruction should be based on the damage pattern in stricken areas to strengthen weaknesses and improve the potential capacities to confront future disasters.

The main theme of this paper is "how reconstruction affects vulnerability in urban areas?" In other words how reconstruction policies could improve the physical and social environments interactions that leads to vulnerability reduction.

The method of this paper consists of four sections as follows:

- First, an overview of Bam City, its characteristics (natural, physical, social and economic), the City's role in the region and the country and its connection with other cities and towns in the Province is presented. The required data and information for this section are based on national statistics and public reports about Bam City;
 - Second, the earthquake damages and effects in the Bam City are discussed to show how earthquake has impacted the City's residents, structures, spaces and its socio-economic life. This section information are based on official documents, reports and field visits in the Bam City.
 - Third, reconstruction policy in Bam City, its outline and implementation are discussed to show based on the earthquake damages how vulnerability reduction has been considered and what strategies have been implemented to achieve the reconstruction objectives. This section information is based on the official documents of the reconstruction organizations, interviews with authorities and the City's visit during last four years.
 - Fourth, based on the previous sections information, Bam City's reconstruction and how it addresses vulnerability in the City are concluded. Also how planning for reconstruction could reduce the potential vulnerability is discussed to show the relationship between different stages of disaster management in cities.
- This paper could give some guidelines for reconstruction planning toward urban safety. Currently planning for disasters is an inseparable element of urban planning through which many lives and assets are saved, that strengthens safety and security in urban areas. Proper reconstruction could enhance equal access to services and spaces in cities that improves urban integrity.

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DOES CHANGE IN THE BUILT ENVIRONMENT INFLUENCE OBESITY? RESULTS FROM A LONGITUDINAL STUDY.

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Existing research on the influence of the built environment on obesity offers contradictory evidence. Unlike early studies (Frank et al. 2004) that suggest a negative relationship between walkable environments (as defined by a diverse land use mix, high residential density, and high street intersection density) and BMI, later studies (Raja and Yadav 2007; Rutt et al. 2005) report a positive association between diverse land use mix and BMI. Other studies (Eid 2007) report an insignificant association between BMI and built form. A shortcoming of a majority of these studies is that they rely on a one-shot observational research design to gauge the influence of the built environment on health outcomes. Furthermore, most of these studies do not simultaneously account for the influence of the food environment, which has a significant influence on energy intake and obesity.

Building on previous research by the authors, this paper examines the effect of the change in the built and food environments on obesity levels over time. Specifically, this paper answers the question: Is the change in built and food environments associated with a change in BMI levels, while controlling for individual, and social characteristics?

We answer this question through a study of a sample of about 300 adult women who moved residences within Erie County, New York. We use regression to study the impact of change in their built and food environments (from one neighborhood to another) on their BMI levels. Key measures for the built environment and the food environment were obtained through the use of Geographic Information Systems (GIS), while the health data was obtained from a survey completed as part of the Western New York Women's Health Study. Data for the built environment is obtained through historic parcel data for Erie County, New York, while data for the food environment is obtained from the Erie County Food Destinations Database and References USA.

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[602]

DISASTER, UNCERTAINTY, AND THE ROLE OF PARTICIPATORY PLANNING

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Disasters have always threatened cities, from the destruction of Pompeii and Herculaneum in 79 AD to the great Kolkata earthquake of 1737. In the past two decades, several high-profile urban disasters have renewed interest in the ways that citizens, organizations, and

governments think and act about urban vulnerability. Disaster theory has traditionally been the province of rural development, and as a result disaster organizations accord very low priority to urban issues. This paper asks: what role should urban planning have in disaster mitigation and recovery?

Two paradigms have featured prominently in disaster studies since the 1950's. The first, "disaster as an external event," likens natural hazards to "acts of God" that should be defended against. The second, "disaster as social vulnerability," was developed by Blaikie and his colleagues (1994) and has replaced the external event paradigm as the dominant theory in the field today. The vulnerability paradigm theorizes the impact of prior social and physical conditions on disaster outcomes, in effect arguing that disasters are never completely "natural." Our understanding of the temporal space around disasters is stretched to include periods of development before natural hazards, and the ways in which a community physically recovers. I introduce a third theory, "disaster as a state of uncertainty," that is less developed in the literature but has great potential for improving the vulnerability paradigm by describing the psychological and social impacts of disasters. Peter Marris's theories of personal loss and change are central to my formulation of the uncertainty theory – Marris explains the grieving that individuals and communities experience following sudden and unexpected change, and his work suggests ways that planners might mitigate individual and collective grief. The uncertainty theory is especially relevant to urban populations, who rely on a dense network of institutions in their everyday lives. Throughout the article I draw on my work in New Orleans following hurricanes Katrina and Rita, where I helped develop and manage a participatory recovery planning process for the 9th and Lower 9th Wards.

The "vulnerability" and "uncertainty" models demonstrate the unique role that urban planning might have in disaster mitigation, preparedness, and community recovery. Urban and regional planning has a significant impact on the physical layout of neighborhoods, and planners are able to account for the needs of the community's most vulnerable members in long term strategic plans. Following disasters, planners are well positioned to manage personal and community grief through participatory planning processes and a commitment to fair and equitable rebuilding. Restoring these "structures of meaning" should shorten the recovery process and reduce vulnerability to future disasters.

Current PhD Student

This paper includes work that is related to a dissertation proposal that has not yet been approved.

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[603]

THE ASSOCIATION BETWEEN SCHOOL SITING AND ADOLESCENT ACTIVE TRAVEL AND PHYSICAL ACTIVITY

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Research connecting mode choice for the journey to school to characteristics of the built environment is sparse. Distance from home to school was found to be significant in three studies (McMillan 2002; Ewing et al. 2003; Black et al. 2004). Elements of the built environment around a school were also found to be significant in three studies, but which built environmental factors influence school mode choice remains an issue. Specifically, neighborhood population density proved important in a study by Braza et al. (2004), street tree coverage in the vicinity of school was important in McMillan (2002), and age of schools (presumably a proxy for traditional neighborhood design, which in turn is a proxy for higher density and finer land use mix) was important in Kouri (1999). However, none of these variables proved significant in the study by Ewing et al. (2003). Instead, sidewalk coverage was significant in that study, a result that has yet to be validated by additional research. Whether school size has a direct effect on school mode choice, beyond its effect on travel time to school, remains an issue (Braza et. al 2004; Ewing et al. 2003). Whether small neighborhood schools increase overall levels of student physical activity, or just the component of physical activity related to the trip to school, is also unclear from the literature. Therefore, this study proposes to examine the effect of school siting and land development patterns on student physical activity.

Using data from a nationally representative sample of 8th, 10th and 12th grade schools this study will involve a quantitative analysis on the characteristics of students, schools, and surrounding built environments. The analysis will establish findings on how school location and the built environment are related to student physical activity and school mode choice. The specific hypothesis to be tested is: schools that are more integrated into their surrounding community will have higher levels of students walking/biking to school and youth physical activity. Existing measures include school siting, density, and street connectivity within school enrollment zones. Additional built environment measures will include: presence of street lighting; levels of traffic; presence of curbs/sidewalks in residential areas; availability of physical activity settings, such as sports areas, playgrounds, parks/green spaces, public pools/beaches, bike/rollerblade paths, and bike lanes on roads; neighborhood aesthetics; indicators of public safety; and indicators of area deprivation of the neighborhood.

Student and school administrator data will be merged with community observation data. Analyses will be run that account for the clustering within schools and use weighted data to examine (1)

how characteristics of the neighborhood surrounding a school may affect the prevalence of students' walking or biking to school; and (2) the association of school siting and its surrounding built environment with adolescent physical activity behavior. Analyses will control for appropriate student and community characteristics. Results of these analyses will show how school location and specific characteristics of community design are associated with lower or higher levels of youth physical activity behavior, as well as student prevalence of walking/biking to school and will help to provide policy makers with a better understanding of the extent to which environmental policy changes may serve as tools to modify adolescent active travel.

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[604]

UNDERSTANDING INSTITUTIONAL IMPEDIMENTS TO WALKING AND BICYCLING TO SCHOOL

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Background:

Children in the United States are facing an overweight and obesity epidemic. A lack of physical activity is a significant contributing factor to this epidemic. Children can become more physically active if they walk or bicycle to school. In 1969, 48 percent of students walked or biked to school. By 2001 that proportion had fallen to 15 percent. Few studies have considered the role that convenience and surrounding built environment have on the potential for children to walk to school. In the state of Florida, students living within two miles of their school are not provided busing unless hazardous walking conditions exist. Four counties in central Florida (Tampa Bay and Orlando) are analyzed to understand the role of environmental factors in affecting children's ability to walk and bicycle to school. The state's assumption that children within two miles will walk to school is used as a starting point for analyzing the potential walkability to the school, although distances of one mile and one half mile are used to represent more reasonable distances that a child could be expected to walk. This paper presents preliminary results of research being conducted with funding from the Robert Wood Johnson Foundation.

Aims of the Research:

The major objective of this research is to understand how the decisions of local governments (municipalities and school districts) facilitate or hinder the ability of children to walk to school. A secondary objective is to understand how decisions about school location impacts children's ability to walk to school. This relationship is measured by calculating three increasingly stringent indicators: (1) the potential based upon proximity of residences to schools; (2) the adjusted potential based upon bicycle and pedestrian connectivity; and (3) the actual level of walking and bicycling in a sampling of schools.

Study Design (including Measures)

Four school districts (i.e., counties) with high rates of student enrollment and school construction since 1990 and a large number of school located within mature neighborhoods were selected. Using geographic information systems (GIS) and data collected from both the Florida Department of Education and School Districts, student residential locations are mapped. The walkability and bikability to selected schools is measured at three levels: general potential walkability, adjusted potential walkability and the actual or realized walkability. The general potential walkability is measured by the number of students within a straight line distance to school is measured. The adjusted potential walkability measures the number of students adjusted by the distance to school along the street network, and the school attendance zone. This same analysis is conducted for a two-mile, one-mile, and half-mile distance to the school. Comparisons are made between the four counties and the various distances to school to understand potential walkability and institutional impediments in varying local contexts. In the future phases of the project, the actual levels of walking will be measured.

Expected Results:

Preliminary analysis for Hillsborough County (Tampa), shows that 95.1 percent of elementary school students live within a two-mile straight-line distance to school, 71.2 live within a one-mile straight-line distance, and 30.2 percent live within a half-mile straight-line distance. When the distance along the network (rather than straight-line) is considered, the numbers drop to 83.1 percent of students within two miles, 45.3 percent within one mile, and only 14.8 percent within one half mile. When adjusted for the school attendance zone boundaries, the percentage of students that live within a two-mile, one-mile and a half mile straight-line distance to school drops from 95.1 to 87.9, 71.2 to 59.0, and 30.2 to 26.3 percent, respectively. Once the distances along the roadway network are combined with and adjusted for school attendance zone boundaries, the percentages are 73.4 (two-mile), 39.1 (one-mile), and 13.4 (half-mile).

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[605]

WALKABILITY THROUGH THE EYES OF CHILDREN: AN ECOLOGICAL INQUIRY INTO SCHOOL JOURNEY IN INNER CITY LOS ANGELES

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This study presents a broader framework in understanding children's active travel by adding a crucial link largely missed in current walkability research – children. The past two decades have witnessed a growing interest in children's environmental rights, especially by recognizing children's participation as an essential element for their wellbeing. It signifies a shift toward embracing the child as an active agent capable of forming his or her own views, however given due weight in accordance with the age and maturity of children.

In recent years, a great deal of policy, planning, and design interests have focused on creating a safe and healthy environment that promotes active living among children, inter alia, to prevent obesity. Particularly, the issue of school travel has increased in practical and scholarly importance. Although a considerable attention has been paid to environmental factors among others that may encourage children to walk to school, most of existing studies focus on the parents' perceptions, where children's needs are often subsumed by parental concerns and preferences despite the fact that children are active users of environment. This study thus explores the elements of a walkable neighborhood environment through the eyes of children, providing better insights into children's environmental perceptions and preferences related to their journeys to school. Based on a social

ecological framework, the study also investigates relative influence of individual, social milieu, and built environment on walking to school by examining transactions between children, parents, and the environment.

This paper is drawn from an almost completed dissertation research (advisor: Tridib Banerje, tbanerje@usc.edu) that used a cross-sectional case study of five elementary school communities in inner city Los Angeles. It draws on data collected from several sources at the individual, household, and community level, assessing perceived and objective quality of neighborhood environment. Particularly, the study used various child-centered, participatory methods such as mapping, drawing, and discussion, encouraging them to observe, document, and evaluate their neighborhood environment. Along with child generated materials, the parent survey, focus group interview, and objective data from a built environment assessment served as the main sources for this study. Logistic regression analyses will be carried out to examine perceived and objective features of the environment associated with children's current travel mode and with their preferred mode for trips to school. The findings of the study are expected to better inform current programs and future interventions in promoting children walking in general and walking to school in particular.

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[606]

ASSESSMENT OF AVAILABLE RESEARCH INSTRUMENTS FOR MEASURING PHYSICAL ACTIVITY

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Background: Environmental approaches toward promoting physical activity are receiving increased attention by researchers and policy makers from both urban planning and public health fields. The power of empirical studies depends on the quality of data collected. Physical activity and built environments can be measured subjectively as self-reported behaviors or perceptions, or objectively using such tools as accelerometers and Geographic Information System. While recent advances in technology have expanded the tools available, assessing physical activity behaviors in relation to the spatial context remains a challenging task.

Objectives: This study will evaluate the accuracy, validity and reliability of the instruments available for measuring outdoor physical

activity, including activity type, purpose, time, duration, intensity and spatial routes taken by the user. It will report the advantages and limitations of both the conventional tools, such as surveys and travel diaries, and the new technologies such as wearable Global Positioning System (GPS) devices and accelerometers. The paper assesses the utility of these tools for physical activity and built environment research.

Methodology: The instruments will be evaluated by reviewing published studies reporting the instrument's validity and reliability, and by testing several selected instruments. Accelerometers have already been tested and used in many empirical studies. However, GPS units are fairly new as a research tool and we performed (and will perform) our own assessments. Tested units include Garmin Forerunner, Garmin Foretrex, and other units are also being explored. Based on our pilot tests, the following criteria are used to evaluate the instruments: (a) accuracy, validity and reliability of the data, (b) battery life, (c) wear-ability (e.g., size, weight, materials, ability to be worn in different body locations) (d) ease of operation for researcher and user, (e) suitability to be used by specific study population, such as children, older adults, etc. (f) ease of data downloading and transfer to other programs for analysis such as GIS, (g) memory size, (h) time required to acquire satellite signals, (i) ability to synchronize or link with travel diary or similar data, (j) durability, and (k) unit price.

Findings: Preliminary findings show that a number of accelerometers and a few GPS units have been tested to show at least a moderate level of reliability and validity. Most units have sufficient memory, but insufficient battery life. Most tests were performed for adult use only. Further, these new devices tend to be expensive, and even if the operation is usually simple, a detailed protocol and training are still necessary. GPS units have several additional limitations including time to acquire satellite signals, and difficulty in transferring the data. While GPS units are efficient in collecting objective data on activity places, times and durations, conventional instruments such as travel diary or survey are needed to collect complementary data such as activity purposes and types. Intensity and duration of activities, important for health assessment, are most accurately captured by accelerometers, but if these units do not provide reliable information about activity type, locations, or routes used. No single instrument provides all desired activity measurements, which may include when, where, why, how much, and how long a person engaged in what physical activities.

Significance: The connection between public health and planning is clearly showing that how we design and plan our communities can impact the amount of daily activity individuals achieve. As researchers, using new technology, such as GPS units and accelerometers, allows us to get richer data to help identify significant variables that influence physical activity. This study is intended to distill the available technology, evaluate its benefits and detriments, and provide a resource for planning research in physical activity and environment.

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**[607]
A QUALITATIVE GIS APPROACH TO MAPPING URBAN
NEIGHBORHOODS WITH CHILDREN TO PROMOTE
PHYSICAL ACTIVITY AND CHILD-FRIENDLY
COMMUNITY PLANNING**

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As the obesity epidemic in children increases, it is important to consider the role of neighborhoods in supporting children's physical activity and healthy development. The social and built environment of many children living in impoverished neighborhoods frequently fails to support their healthy development (Gordon-Larsen et al., 2006; McLoyd, 1998). In many cities in the United States, poverty and discrimination have significantly shaped the obesogenic environments in which children grow and develop (Bullard, 2000; Landrigan et al., 1998). One factor influencing the health of children in poor neighborhoods includes historical trends of public disinvestment in community spaces, such as parks and playgrounds, which contributes to fewer and lesser quality facilities (Estabrooks et al., 2003; Katz, 1995). There is also a burgeoning literature within active living research examining how the concentration of "crime generating" land uses, such as liquor stores, abandoned buildings, and pawn shops in poor neighborhoods can influence the perceived and real safety of individuals, which contributes to physical inactivity (Gomez et al., 2004; Loukaitou-Sideris, 2007; Molnar et al., 2004). Equally significant is the location of many poor neighborhoods adjacent to sources of major arterials and factories that are primary sources of air pollution, toxins and heavy traffic flows (Bae et al., 2007; Bullard, 2000; Landrigan et al., 1998; Pastor et al., 2004; Pulido, 2000). Others have shown how neighborhoods of concentrated poverty offer fewer supermarkets than their wealthier counterparts, and that the poor sometimes pay more for their food (Chung and Myers, 1999; Helling and Sawicki, 2003; Winkler et al.,

2005). There is growing concern that the aforementioned variables contribute to a lack of safe places for children to play, recreate and socialize in their local environment, leading to health disparities among children from low- and upper-income families and varying racial/ethnic backgrounds (Burton et al., 2003; Helling and Sawicki, 2003; Monden et al., 2005; Nader et al., 1995; Sanae et al., 2006).

In this paper I present a participatory and qualitative GIS approach to mapping children's own perceptions and use of their neighborhood for physical activity with 10 and 11 year-olds growing up in a diverse low-income community in Denver, CO. I argue for the use of qualitative and participatory GIS with children to demonstrate the conceptual power of community mapping and spatial analysis as a foundation for understanding the direct and indirect connections between social and built environment variables important to the study of physical activity. What do children think, feel, value, know and care about in their neighborhood, and how do these emotions and behaviors relate to their physical activity levels? By layering perceptual cartographies with other databases available to neighborhood planners, one can begin to visualize connections between individual behaviors and larger meta-structures shaping local environments that have the potential to impact children's physical activity levels. In conclusion, I consider approaches to child-friendly community planning that enable children and their families to shape urban design and health education interventions that are socially and culturally appropriate, and which are grounded in their lived realities.

Results indicate that girls walk shorter distances to and use different types of community spaces for play and recreation than boys, some of which is explained by the differing environmental socialization models employed by parents and caretakers. Children's perceptions of risk spatially align with features of the built environment, but do not correlate with reported crime. The findings from this research illustrate the utility of spatial analysis to understand factors that shape children's active transport, leisure and recreation in their neighborhood, and demonstrate that children's local knowledge should be valued and solicited in community-level health and planning interventions to promote physical activity.

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[608]

ENVIRONMENTAL SAFETY, ACTIVE COMMUTING TO SCHOOL, AND CHILDREN'S HEALTH: HOW ARE THEY RELATED?

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BACKGROUND: Walking-to-school is an affordable and environmentally clean mode of school travel that has potential benefits for children's physical, psychological, and social health. In reality, however, very few children walk to or from school. The safety concern is an important reason for this phenomenon and is related to the built environments.

OBJECTIVES: This cross-sectional study examines the impact of parents' perceived environmental safety on their decision-making regarding children's school travel modes, as well as the implications of such impact on children's health and disparities. Other personal, social, and environmental factors are considered as confounding variables.

METHODS: A Safe Routes to School Survey was sent out in April and November of 2007 to parents and/or guardians of 11,880 students from 19 elementary schools in Austin, Texas. The selected schools represent the whole range of populations in terms of economic status and ethnicity. The survey collected data about the parental considerations in choosing their children's school travel modes. A total of 2,704 returned surveys were analyzed. Descriptive statistics

were used to analyze the mode share and travel time. Binary logistic regressions were used to predict the odds of walking-to-school with personal, social, and physical environmental variables.

PRELIMINARY RESULTS: The first phase of the analysis examined the data from eight low-income schools (N = 1,281). Results showed that walking accounted for 28% and 34% of mode shares for the trip to and from school, respectively, and was mostly accompanied by an adult. Among personal factors, parents' highest education level, car ownership, and personal barriers were negative correlates of walking, while children's and parents' affirmative walking attitude was a positive correlate. Among social factors, having school bus service reduce the likelihood of walking, while positive social influence (i.e., frequent walking by other children and parents) encourage walking. Among physical environmental factors, the proximity to school was the strongest predictor of walking (odds ratio = 4.918, $P < 0.01$); parents' safety concerns and the presence of highway/freeway along the route were negatively associated with walking.

FUTURE ANALYSIS: Future analysis will integrate the data collected from the other 11 schools, which are located in medium- or high-income communities. Similar analyses will be performed on the whole sample (N = 2,704) to better understand the impact of environmental safety on walking-to-school and its implications for health and disparities.

CONCLUSIONS: Findings have important implications for policy, practice, and research. First, school sitting emerged as a key issue because it determines the travel distance and the presence of highway/freeway along the route, which were the strongest predictors of walking-to-school. Current policies such as minimum school size and incentives for new school construction may be pushing schools away from children's homes and thereby deter walking-to-school. Secondly, parents' personal barriers and perceived safety were critical, suggesting the importance of educational and other assistance programs in addition to physical improvements. Third, the likely differences in the correlates of walking among sub-populations call for tailored strategies for the specific target population. Finally, findings suggest that underprivileged children walk more but do so in unsafe environments with poor pedestrian infrastructure. Health and disparity issues of school transportation should be incorporated into future policy and intervention efforts.

NOTE: This paper is drawn from an in-progress dissertation. My advisor is Dr. Chanam Lee (CLe@archmail.tamu.edu).

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[609]

COASTAL MANAGEMENT: CAN PLANNING COPE WITH THE CHALLENGE? THE ISRAELI CASE

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On August the 15th 2004 the Israeli parliament, the Knesset, authorized a new law for the preservation of the coastal environment. The new Coastal Conservation Act is the first legislation in Israel that states a specific planning policy. Up till the authorization of this act, primary planning legislation in Israel, represented by Planning and Building Law from 1965, was essentially procedural. Thus, the law does not specify planning policies, but defines the procedure for setting guiding principle, usually in the form of Outline Plans. To our claim, the Coastal Conservation Act is indicative of shift of the Israeli planning system from the regulatory tradition towards a discretionary mode. This shift is manifested in the latest amendments to the Planning and Building Law as well as the impending reform of the planning structure. However, from the viewpoint of coastal management, the growing discretion does not necessarily mean greater protection of this fragile environment. This paper reviews several case-studies of coastal planning conflicts that arose before and after the authorization of the law and analyses its contribution to the idea of coastal conservation. It concludes that the openness and indefiniteness of statutory planning invites both developers and authorities to circumvent outline plans as well as the Coastal Conservation Act.

TRACK 11: PLANNING PROCESSES, LAW, ADMINISTRATION, AND DISPUTE RESOLUTION

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THE PLANNER'S CHANGING ROLE IN DECISION-MAKING: MANAGER OR REGULATOR OF DEVELOPMENT?

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Planning in the UK is undergoing fundamental reform, requiring planners to adopt a different approach to the way in which the activity is carried out. A new language about decision making requires planners to 'manage' rather than 'control' development. It could be argued that the traditional role of the state as regulator of development is altering, moving towards a system in which the planning function is identified as a service and developers are its clients. Since 1947, the UK has been unique in adopting a discretionary approach to decision-making, albeit within a rigid regulatory framework. As a result, the process of delivering large-scale development and major infrastructure is slow. The Treasury, perceiving this to be delaying essential investment, is driving the new planning agenda, requiring greater efficiency and speed in the way that applications are processed, setting demanding targets, and raising serious concerns about the resultant quality of development.

The question is how decision making can achieve better outcomes which reduce delay for investors, in which all stakeholders can influence the final development and have ownership of the process. A new method of dealing with major development is being explored, aiming to reduce conflict between developer and decision maker, and known as 'planning performance agreements' where local authorities create new planning protocols. Whilst the aim is to avoid confrontational approaches, an important issue is whether or not this process challenges democracy and the accountability of public servants.

This paper explores these questions through a case study of a major development in Bristol, for which a planning performance agreement is in place in which the author has acted as a facilitator to the process. The area, Dove Lane, is the subject of a joint proposal by a philanthropic developer and a registered social landlord for a mixed use regeneration scheme with controversial plans for a tall residential tower, open space, social housing, new school and employment uses. Will the process being employed result in a development in which all stakeholders feel ownership of the final scheme? And will the decision-making process deliver a better quality development?

Booth (2003) reflects upon the history of the British development control process, illustrating its unique and discretionary nature, while Carmona et al (2003) show the delivery processes for new housing, but the new approach to decision making may bring about fundamental changes in the relationship between the regulator and the regulated.

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[611]

DELIVERING SPATIAL PLANNING: IMPLEMENTATION AND INFRASTRUCTURE DELIVERY IN ENGLISH LOCAL DEVELOPMENT FRAMEWORKS (LDFS)

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This paper examines the delivery of infrastructure requirements related to the plan-making (LDF) process in England, introduced as part of the 2004 planning system reforms. Success or otherwise in terms of implementation and delivery (Gilg and Kelly, 1997; Berke et al, 2006) is crucial if the reformed spatial planning system is to be successful and the UK Government's 2007 Comprehensive Spending Review stated that 'LPAs should be required to undertake sound infrastructure planning as part of the formation and review of their LDFs; key stakeholders, such as local developers, public sector infrastructure providers, utility companies, local strategic partnerships (LSPs) and local communities should be involved in the infrastructure planning process'. Stakeholder involvement and collaborative approaches to plan-making and delivery thus lie at the heart of the spatial planning process Baker et al, 2007; Brownhill and Carpenter, 2007).

The paper draws on research undertaken by the authors as part of a UK Government sponsored project on the operation of the new LDF process, currently being undertaken by a consortium of three Universities and two planning consultancies in the UK, involving several inter-linked components including documentary reviews and analysis of existing government policy statements, previous research and adopted core strategies (CS) and area action plans (AAPs); workshops with key stakeholders and delivery partners; and local case studies covering a number of different planning contexts where infrastructure delivery is a significant issue.

Based on the identified lessons, 'good practice' examples and other findings, recommendations are drawn in relation to the more effective delivery of LDF infrastructure requirements. More generally, the research reveals a significant gap between Government expectations and current practice and suggests that further understanding of the spatial planning process and the wider role of local government is required, alongside a continued drive for 'culture change' amongst both local planning authorities and their delivery partners, if the reformed system is to operate effectively (Shaw and Lord, 2007).

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**[612]
PROPERTY AND COMPENSATION: CONTROL OF LAND
USE AND THE 'BUNDLE OF RIGHTS'**

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The idea that owners of land might be compensated for the loss of certain kinds of restriction on the way in which that land is occupied and used implies a particular understanding of the nature of property and its legal formulation. The fact that such compensation might be in kind rather than in cash, as for example with transferable development rights, merely strengthens a particular view of property and ownership. It relies on the premise that there is such a thing as a right to future development of land that can be separately identified and given legal existence, and that, because it is a right, it requires compensation if it is removed. In this context the phrase that is used frequently in relation to property is that of the 'bundle of rights', a phrase deriving from the work of Hohfeld in the early 20th century and in turn from earlier English legal doctrine.

This concept suggests that rights may be selectively restricted or disposed of without ownership as a whole being affected, and that owners might reasonably expect to be compensated if some of the bundle is removed from their control. A right to future development (if it actually exists) would be one such.

The purpose of this paper is, therefore, to explore the origins of the 'bundle of rights' thesis and locate the question of non-financial compensation within the legal traditions of America and Europe. It then explores how an evolving understanding of the nature of landownership has affected the way planning systems evolve, but questions whether planning has not also affected the ways in which we view ownership of land. It considers, for example, why there has been no development of non-financial compensation in Britain, and how the 'bundle of rights' formulation has been assimilated into continental European legal systems. It reflects on the value of non-financial compensation in achieving spatial planning goals.

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**[613]
CONTRACTUAL COMMUNITIES. PUBLIC LAW AND
PRIVATE LAW IN THE VOLUNTARY CITY**

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In the current academic literature it is usual to criticize the homeowner association phenomenon, that originated in the United States in particular.

The aim of the paper is to look at this phenomenon in a more ample framework centred on the idea of 'contractual communities', i.e. auto-organizing realities based on free contractual relations. In this perspective, 'homeowner associations' are but a part of a more articulated renaissance of a new idea of (voluntary) communities together with 'residential cooperatives' and 'multiple-tenants entrepreneurial communities'. Implying a more ample analytical framework it is possible to comprehend common interest developments in a non ideological and biased way in order to ask how we can accept them in our cities fostering their advantages and minimizing the risks. The central point is to recognize that voluntary forms of auto-organization will be the normal way of acting if we do not impede them (as we often do – and as many would like to continue to do).

To discuss the problem, the paper will use new theoretical devices (from political philosophy and the theory of law), historical and statistical data, and case studies.

The relevance of the argument is central for planning theory and practice because the role of planning itself will change dramatically if we recognize the role and space of contractual communities.

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**[614]
THE LEGAL CONTRADICTIONS MANIFEST IN THE
PLANNING OF A LIMITED TERRITORY. (THE CASE OF
THE CANARY ISLANDS, SPAIN.)**

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Urban legislation in Europe, which dates back to the mid 19th century, has, since then, accumulated an overwhelming realm of complications. Moreover, in the case of States which traditionally respond to the Napoleonic administrative codes, the legislation which exists is prescriptive, leaving no room for manoeuvre on part of the governing body of the time.

In the case of Spain, where legislative and even executive responsibilities have been devolved on the Autonomous Communities, we run up against spectacular cases of extreme legislative complexity, such as exists in the Canary Islands.

The Canary Archipelago covers a total surface area of less than 7,500 Kms² which is fragmented and houses a population of some 2

million (with densities of 500 Hab. /Km2 on the larger islands). The Islands are highly dependent upon the service sector with a specific bias towards mass tourism. Indeed, they are, in quantitative terms, up among the leading resorts in the world.

In an attempt to organize the territory, the Guidelines for Territorial Planning and Tourism were established in 2003, which are centered around two main documents: the Island Territorial Plan and the Special Tourism Plan established for each of the seven islands, the definitions of which are englobed within the Law for Territorial Organization of the Canary, dating back to the year 2000.

The methodology of these plans (which are intended to be similar to 'structural plans') is limited to the regulation of land uses and the definition, by zones, of the rate of edification and typology of building which is best advantaged.

In this paper, it is the author's intention to show how these documents, which are designed to be complementary, are, in fact, totally contradictory in many aspects, even totally opposed on occasions. The legislation itself impedes a real change in the territorial model and also the aims that it was designed to pursue: sustainable use of the scarce useful land there is, thereby socially benefitting transference to the community through planning.

These objectives have become lost in a bog of complex definitions which cannot be translated into efficient policies, not only for lack of coordination between the different levels of administrations (island and local) but also as a result of the very methodological concepts underlying the planning systems used.

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Directrices de Ordenación General y del Turismo en Canarias.
Government of the Canary Islands.

[615]

THE RIGHT TO BE HEARD IN ADMINISTRATIVE LAW COMPARED WITH PLANNING LAW: A CROSS-NATIONAL EVALUATION

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The public's right to be heard is part of administrative law of most democratic legal systems, also known as part of "natural justice". It allows citizens some protection against damaging government actions, obligating government authorities to offer the opportunity for a fair hearing. The legal right to be heard has been absorbed into most planning-law systems. In practice it is one of the mechanisms for public participation in the planning process.

In this paper we will compare the right to be heard in planning to the "classic" right to be heard in administrative law. We shall ask whether the right to be heard in planning as a mechanism for public participation is indeed more progressive than the "classic" right to be heard in administrative law, as may be expected on the basis of current planning theories.

The paper will present a comparison between the right to be heard in Administrative law and planning law in 3 countries: England, The Netherlands and Israel. We will analyze the following issues:

1. The span of parties entitled to be heard
2. The range of interests permitted

3. Accessibility – Are there any threshold requirements that may restrict accessibility?
4. Publication obligations – What are the main ways used for informing the public?
5. Hearing conduct – What are the rules regarding the conduct of hearings? Are these observed in practice or perhaps expanded upon?
6. Opportunities – How many opportunities are there to be heard during the statutory administrative process?

To answer these questions, we used a variety of methods:

- Thorough review of the academic literature spanning the fields of law, planning and social sciences (in English, Hebrew, and some Dutch items translated for us)
- Review of the relevant statutes and key court decisions in the three countries
- Development of a set of criteria for evaluation
- Development of interview questionnaire based on these criteria
- Selection of case-study local governments in the three countries and personal interviews with key professionals or elected officials in each country
- Systematic comparative analysis of the findings based on the set of criteria for evaluation

Our findings indicate that there are interesting dissimilarities between the countries as to how progressive is the right to be heard in planning as compared to the classic right to be heard in administrative law. Our conclusions analyze these implications for cross-learning in planning law and practice

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COMMUNITY PROTEST: MOVING BEYOND THE NIMBY FRAMEWORK

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Over the last two decades, a substantial amount of research on the "not in my backyard" (NIMBY) and "locally unwanted land use" (LULU) phenomena has been produced to address the problem of community protest in urban planning (Schively 2007). The traditional NIMBY literature explains protest in terms of selfish, ignorant and/or irrational behaviour on the part of the opponents (Dear.M. 1992). Based upon this conception, resolution strategies for community protest have been based on ideas of compensation, education and outreach.

However, the underlying assumptions on protest in the NIMBY framework have been widely challenged by several empirical studies on community protest. As a result, there is a growing awareness among scholars that the NIMBY literature offers a poor and narrow base for explaining community protest (Burningham 2000; Lake 1993; Wolsink 1994).

In this article we conceptualise community protest in urban planning as the result of a dynamic interaction between the public decision making process in the political-administrative arena, and the processes of protest mobilisation in civil society. This interdisciplinary framework combines concepts and theories from three different fields of literature: public decision making (de Bruijn, Ten Heuvelhof, and In 't Veld 1998; Klijin, Kickert, and koppejan 1997), conflict analysis (Kriesberg 2003; Susskind and Cruikshank 1987) and the social movement literature (McCarthy and Zald 1977).

It is argued that the probability of community protest not only depends on the substantial features of the proposed spatial plan or project, but also on the mobilisation potential of the protesters, the public decision making style and finally the pattern of interaction and communication between policy makers and protest groups.

Since conflict resolution strategies are informed by our understanding of protest, this broadened interdisciplinary framework will be of relevance to explore new ways of working constructively with community protest in urban planning.

drawn from an almost completed dissertation
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URBAN REHABILITATION SOCIETIES: THE PORTUGUESE CASE - CHARACTERISTICS AND POTENTIALS

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Urban Rehabilitation Societies (SRU) are in Portugal a new urban rehabilitation stream that relies in enterprise models to accomplish the public assignment of revitalization of historic centers and critical areas within the city.

Recently created – the legal frame dates of May 2004 – the activity of these societies should be followed by monitoring its potentialities and debilities, developed methodologies and its legislative and procedural framing. There isn't yet any comparative study regarding the activity of these societies and specifically concerning the adjustment or eventual dysfunctions within its legal structure.

These two reasons justified the development of a research project, recently initiated in the Laboratory of Urban and Territorial Planning (LUOTP) of the TU of Lisbon, financed by the Portuguese Foundation for Science and Technology (FCT), and based on a post doctorate degree scholarship for the period of 2008-2010.

In this recently initiated project, a comparative analysis of several SRU's is carried out (1) considering the territorial structure and the initial proceedings, (2) the justification of the methodologies applied in the elaboration of its «strategic documents», (3) the nature of the proposals and (4) the assessment of the possible execution levels.

The study also concerns specific aspects such as (1) the link between the constitution of the societies and the effectiveness of their operational capability, (2) the adjustment of the dispositions concerning the legal frame and the actual needs felt in their field of action, or (3) the connection between the territories classified as «historic centers» in the municipal plans and the existent interstitial urban spaces located in between.

The study is an observatory on SRU's that are in development or starting in Portugal and undertakes as case-studies some of the first societies created, as well as those that show the most advanced effective results: the Porto Vivo SRU, the Occidental Lisbon SRU, the Baixa Pombalina SRU, the Coimbra SRU and the Cova da Iria SRU. In parallel, LUOTP is currently supporting the municipality of Oeiras in the research and preparation for the accomplishment of a SRU that will cover part of its territory.

The paper to be presented will focus on: (1) the SRU's legal regime characterization; (2) the SRU's panorama in Portugal in the beginning of 2008 and (3) a brief description of the five case-studies, concluding with the launch of a group of hypothesis to be verified during the current research.

Initially focused only on this type of societies within the Portuguese case, the FCT scientific evaluation also proposed the exploitation of a comparison between international examples of public urban rehabilitation societies, which is currently taking place with the identification of two cases.

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DESIGN OF A STRATEGIC PROCESS APPROACH FOR COMPLEX INTEGRATED AREA DEVELOPMENT PROJECTS

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There is a growing need for integrated planning approaches in dense populated regions. First, various land use functions are competing for space, but are also intertwined. Second, coherent and sustainable solutions are requiring integrated planning processes since a variety of interests of different stakeholders have to be aligned.

In recent planning studies and literature much attention is paid to strategic planning as a way to deal with complex spatial processes. The strategic planning theory offers possibilities to cope with both product and process complexity. Strategic planning is a planning concept focusing on the interaction process between the key-stakeholders in a certain context, with the intention to establish commitment and a joint strategy to achieve an optimal product. Most

studies are, however, descriptive and have a strong normative character. In practice, it seems to be difficult to apply strategic planning due to specific institutional contexts and legal procedures.

To be able to apply the strategic planning principles, planning research should be integrated with planning practice and use a more design-oriented approach as described by Van Aken. This paper describes the results of an action-based research on how strategic planning can be used in practice. We used a design-oriented approach based on the principles of engaged scholarship of Van de Ven and 'mode 2' knowledge of Gibbons et al.

To solve complex spatial planning issues in practice and design an effective integrated approach we undertook a longitudinal case study. For this design-oriented research a complex integrated area development project was intensively followed for over a year. Based on this case study we developed an Integrated Area Development & Management process design (IADM process design) using the principles of strategic planning. The approach is now further tested on a second case. This paper does not only describe the results of a longitudinal case study from a strategic planning perspective, it also presents a process design for integrated area development and develops a research approach that bridges the gap between planning theory and practice.

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[619]

THE INSTITUTING OF NEW MEANINGS TO THE URBAN LANDSCAPE

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The changes in socio-spatial patterns over the last decades have led to an urban landscape which is classified as Zwischenstadt (in-between city). The city is merging physically and functionally with the surrounding countryside and vice versa, leading to an urban configuration, which is quite distinct from the traditional urban hierarchy. Currently, in several urban regions planning initiatives address the emerging urban landscape. These initiatives aim at enlarging the meaning of these transforming spaces in day-to-day perception by employing cultural symbolic. A prominent example is the International Building Exhibition Emscher Park in the Ruhr. However, in many cases the symbols remain powerless regarding the mobilisation of actors. So far, in planning practice it is widely believed that the use of symbols will enlarge the meaning of the urban landscape intrinsically.

This paper seeks to explain the role of institutional embeddedness of planning initiatives that employ cultural symbols to institute new meanings for the urban landscape. Institutions are not perceived as something which is carved in stone but evolve continuously. Institutional change occurs by instituting new practices and meanings. Culture (and its symbolic) is instituted by itself,

reproduced in day-to-day practices, which involve social norms and values. However, the institutional conditions under which cultural symbols are brought and instituted are barely taken into account. The cultural symbolic (umbrella themes, artist performances, landmarks, landscape, monuments, etc.) used by planners is often detached from institutionalised practices and, thus, deemed to fall not on fertile soil.

The theoretical framework will be applied upon a case study of the Rotterdam Harbour Area. In the process of the extension of the Rotterdam harbour into the North Sea through the reclamation of new land, the region of Rotterdam has started an initiative to improve the quality of life. The area is a transforming space par excellence with highly conflicting interests between recreation, nature protection, harbour activities, and agriculture. Data derives from the analysis of policy documents and in-depth interviews with key actors.

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[620]

REGENERATION IN A NEW CONTEXT: A NEW ACT ON RENEWAL AND ITS IMPLICATIONS ON THE PLANNING PROCESSES IN ISTANBUL

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The paper mainly focuses on a recently enacted law on renewal and its role and effects in the transformation of the urban policies and processes within the city of Istanbul. The enactment of code 5366 “Renewal and Re-use of Deteriorated Historic Building Stock” opened a new era for Istanbul marked by ambitious urban regeneration projects taking place citywide, especially in the historic sites.

The law increased the ability of the local authorities to intervene to the deprived areas by endowing them with new powers such as eminent domain and compulsory purchase in the declared regeneration areas. On the other hand, the law or the way it is being implemented by the local authorities, pose questions to minds concerning property rights and participation.

In this paper, we try to reflect these different dimensions. First, we give a brief mention about the content of the code 5366 and explain the processes that have taken place till its enactment. Then, we shift our focus to the implementation procedures of the law and critically evaluate two contemporary regeneration projects that base on code 5366 in two different neighborhoods, Sulukule in Fatih District and Tarlabasi in Beyoglu District. We discuss the extent to which these regeneration attempts will help to “bridge the divides” in the two neighborhoods, both of which are largely associated with crime and poverty. We also focus on the conflicts that have appeared between different actors (local municipality, NGOs, local residents: renters/owners) during the regeneration processes and the strategies used to solve/mediate them.

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A FRAMEWORK FOR EVALUATING LOCAL GOVERNMENT PERFORMANCE BASED PLANNING IN QUEENSLAND, AUSTRALIA

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Performance Based Planning refers to a model of planning that embraces uncertainty and flexibility. Traditional Performance Based Planning has been tied to managing the effects of development, where in an ideal sense, is built upon the assumption that the impacts of land use are a function of intensity, or the physical characteristics and function of land use, rather than the land use itself. More recently, Performance Based Planning has been linked to New Public Management (NPM) and Sustainable Development/ Environmental reform agendas including accountability and the triple bottom line.

Hillier (2007) makes the distinction between Performance Measured Planning and Performance Based Planning and suggests how Performance Based Planning might operate and might be evaluated, using a theory that relies on relational complexity, called Multi-Planar Planning. Similar to the positing of Performance Based Planning, literature is also divided on whether Plan evaluation should be rational or relational. Should success be evaluated in terms of performativity relying on Plan conformance or performativity of the planning process? Performance Based Planning has been adopted in New Zealand and Australia. Baker et al. (2006) have recognised the gap between expectations and outcomes in these countries at both strategic and operational levels of Performance Based Planning.

This paper will present an evaluation framework that will be used to examine Performance Based Planning in the Queensland context, which has been adopted in nearly 130 local government jurisdictions. It is argued that planning practice shifts from rational to relational forms of assessment as the complexity and scale of development proposals increase. A performativity continuum therefore exists. The framework will focus on legislative decision making processes (track based assessment) by examining how Plans are used as decision making frameworks (or are perhaps insufficient devices) when the complexity and scale of development increases. By focussing on track based assessment, it is argued that a clearer picture can be presented showing the relationship between substantive and procedural approaches to Performance Based Planning at different planning assessment levels. The approach will focus on non-conforming development proposals (plan departures) and adopt both qualitative and quantitative forms of Plan and planning process evaluation. The significance of this approach and framework is to define the rational and relational contexts of Performance Based Planning with respect to scale and complexity.

This work is drawn from an approved PhD dissertation proposal. Supervisor: ASPRO Douglas Baker (d2.baker@qut.edu.au).

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[622]

THE DEFEAT OF LAND EXACTIONS IN POLISH LAND USE LAW

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The main aim of this paper is to examine the current legal situation in Polish land use law concerned with land subdivision exactions. This situation differs considerably from the one in the US exaction system and the systems applied in many European countries. The paper attempts at analyzing the Polish phenomenon in the field of development contributions and identifying its reasons.

The paper begins with the analysis of the concept of no-exaction system. The origins of the system can be traced back to 1928 when mandatory dedication of land - a primary form of exactions - was introduced into Polish legal system. Then it was applied successfully for the following 60 years. During the communist period there was a "33 % rule" which gave a municipality a right to take up 33 percent of subdivided land for public purposes. However, in 1990 the ruling of the Constitutional Court demolished the foundation of land exactions. The Court declared unconstitutionality of land exactions due to the lack of compensation for the land taken. Consequently, since 1990 the compulsory dedication of land, that is the most popular form of exaction in many democratic countries, has been prohibited in Poland. In its judgment the Constitutional Court showed indirectly its anti-betterment approach declaring that only monetary compensation is constitutional. The paper evaluates this approach and compares it with the US exaction system.

Further the European Court of Human Rights (ECHR) judgment issued in November 2007 in Bugajny v Poland case is discussed. In this judgment the ECHR stated that plots designated for "internal roads" (not public ones) in local land use plans have to be taken by municipality and an owner should be compensated.

Finally, the paper presents an alternative model of exactions based on compulsory development charges. However, before the approval of a subdivision plan an owner should be able to negotiate a development agreement that would allow the transfer of land instead of paying charges. These charges have to equalize compensation paid by municipality for land designated for internal roads.

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IT IS EASIER IF YOU ARE A MEMBER: USING PARTY MEMBERSHIP TO INFLUENCE DECISION-MAKING ON INFRASTRUCTURE

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During the decision-making process on a high speed line from Amsterdam to Paris, there were two dominant partisan groups lobbying for an alternative route. They were very successful in getting it on the political and public agenda, and came very close in succeeding in their lobby. They had well based arguments and used the media intelligently. However, they also had something extra: access to real political power through their political party. This papers shows how citizens can use party membership is used to influence the decision-making on large infrastructure projects. And

how it helps to be a member of a large party that is a member of the government. There is a lot of literature on planning in a political context (i.e. Forester 1989). There is also large share of literature on membership of political parties (i.e. Waltenberg & Dalton 2002). However, there is little to nothing written about how membership of a political party can help with influencing planning and decision-making processes. This paper will make a start in filling in this cavity in the academic debate on planning and politics. The empirical data is derived from interviews with key actors. It is supplemented with an analysis of news paper articles.

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HOW A COMBINATION OF TWO THEORETICAL PERSPECTIVES CAN LEAD TO MORE EFFECTIVE MANAGEMENT OF DECISION-MAKING PROCESSES

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Decision-making processes around spatial issues combine a whole lot of diverse actors with often divergent perceptions. The actors are or want to get involved with spatial issues and need to interact in all kinds of formal and informal settings (Koppenjan and Klijn 2004, Rhodes, 1996). Empirical observations in different countries reveal that actors struggle to get to outcomes within a reasonable timeframe and at reasonable cost. This paper explores the potential of two theoretical perspectives (network and system perspective) to increase our understanding of how spatial decision-making processes evolve. The increased understanding will help us to learn how to make the strategic management of these processes more effective. The paper is summarizing the main findings of a PhD research and will also result in a chapter in a book edited by the Aesop TG Planning and Complexity chairman Gert de Roo and Elisabete Silva.

Both theoretical perspectives share that they conceptualize decision-making processes as networks of actors that are mutually interdependent since the actors possess part of the necessary resources to get to outcomes. Both perspectives do however differ in their opinion on how these processes evolve and these differing opinions lead to quite different views on how to manage decision-making processes.

In the first part of the paper the network-level perspective (Scharpf, 1997 / Crozier and Friedberg 1980/ Koppenjan, Klijn, 2004)) is summarized. Processes are conceptualized as isolated in scope (in terms of actors, time and money) and management is seen as trying to get grip of these dynamic settings. The second part summarizes the processes in terms of a systems perspective. Processes are conceptualized as business ecosystems (Moore, 1996 / Stacey, 2003) in which boundaries can hardly be set and management also implies accepting that unexpected events in the social and physical surroundings can occur and have to be dealt with. Part 3 will be used to illustrate empirically that both perspectives do explain only part of the functioning of decision-making processes. Two short cases will be devoted to show that management actions that can be traced back to both perspectives can have success, but can also lead to further

time loses and cost increases. The paper will be finished by identifying the increased understanding a combination of both perspectives offers and indicating how this increased understanding might lead to more effective management of decision-making processes.

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BIG-BOX RETAIL PLANNING IN THE GREATER TORONTO AREA: ASSESSING THE IMPACT OF THE ONTARIO MUNICIPAL BOARD

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The last decade has witnessed a transformation in the retail structure of the Greater Toronto Area (GTA), Canada's largest urban market, with the widespread development of large format retailers (also known as big-box stores). Typically found at major suburban intersections, these retailers have clustered to form 'power centre' developments, which now represent key nodes of retail activity that compete with the existing retail structure. This has resulted in planning conflicts over the appropriateness of these developments in terms of their size, scale and form. In the event of planning disputes at the municipal level, the Ontario Municipal Board (OMB), a quasi-judicial provincial agency, is charged with resolving these land-use planning conflicts. This paper focuses on the assessing the impact of the OMB through an analysis of their formal planning decisions relating to big box retail stores. The findings reveal the complex interplay amongst stakeholders in the planning process along with the underlying mechanisms through which retail developments decisions are made. The paper is divided into four sections. First, the retail planning policy framework that relates to big box retailing at the provincial and municipal levels is outlined (with an emphasis on positioning the OMB in the planning process). The second section provides a detailed analysis of the growth of big box retailers and associated power centres across the GTA. It highlights the rapid rate of retail change and the evolution of the power centre concept. Third, planning conflicts are evaluated through a comprehensive review of OMB decisions relating to big box retail store developments. Critical stakeholders and their key arguments are examined and the basis of resulting decisions discussed. From this analysis underlying trends in OMB decisions are identified. The final section of the paper provides a summary of the key points and forwards areas for further research.

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ROUNDTABLE - THE FUTURE OF ADR IN PLANNING PROCESS RESEARCH & EDUCATION: ENGAGING THE NEXT GENERATION OF SCHOLAR/PRACTITIONERS AND RESEARCHERS

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With roots in theories of social justice and advocacy planning, planning educators and practitioners have engaged issues of citizen participation and collaborative planning for over four decades. These deliberations and modes of practice have been significantly strengthened by parallel developments in the field of alternative dispute resolution (ADR). Insights from ADR became embodied in strong procedural planning concepts like communicative planning, consensus-building, deliberative democracy and new citizen participation models. Despite this history of significant contributions to the planning field, it is no longer clear if insights from the ADR field still inform research on collaborative planning and the management of conflict in planning, or the education of future practitioners.

The purpose of this roundtable is to engage planning colleagues with ADR-related interests early in their careers in a discussion about the direction of research on collaborative planning and the influence of that research on practice and education of practitioners, as well as the potential for a new agenda. Four "second generation" scholar/practitioners – Ozawa, Elliott, Richardson and Kartez, who have been guided by early proponents such as Susskind, Godschalk, and Innes – propose to hold this roundtable as a joint working group and to recruit a number of younger colleagues along with interested contemporary colleagues..

The objective of the roundtable is to produce a working agenda for questions that need investigation regarding ADR's role in planning theory and practice and in pedagogy for professional education. To promote this dialogue, we will actively recruit researchers, theorists and educators of the next generation of ADR planning practitioners and will focus the roundtable discussion on the following questions:

- What are the emerging challenges facing professionals in community and environmental dispute resolution? What are the significant trends and forces shaping practice?
- What are the dominant theories that inform practice of negotiation and mediation and what theories are challenging the status quo? How do these influence teaching, research and practice in planning?
- In what ways does evaluation research provide insight into the nature of community and environmental disputes, and the process of resolving them?

Organizers:

Michael Elliott, Georgia Institute of Technology

Jack Kartez, University of Southern Maine

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ANTICIPATION IN PLANNING AND PUBLIC DECISIONS

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In planning and in public decision making, a good proportion of the emerging conflicts are predictable, but nevertheless regularly surprise most of those directly involved. Among the key reasons for the frequent failure to foresee these conflicts, is the decision proponents' tendency to conjure up supporting evidence for their choices, and to ignore any disconfirming evidence. Another reason is the rather optimistic expectation that all plan contingencies will line up favorably for the plan's success. So although planning is by nature an exercise in strategy, it is rarely strategic, even when labeled "strategic planning." This is not limited to the public domain: the Brent Spar "fiasco" (Honeyman et. al., 2007) is an example of egregious corporate lack of anticipation. We define anticipation as the proactive identification of conflicts waiting to happen around initiatives, decision externalities, use of scarce resources, justice issues, and unpredicted side effects of decisions. Although conflicts are unavoidable, it seems likely that at least some of them can be anticipated and reduced in intensity, duration and cost. We examine here why, how and to what extent planning decisions might/should include conflict anticipation. We explore some tools for increasing the robustness of decisions in the face of contextual contingencies. We identify some tools for "thinking ahead" that are insufficiently used, and we investigate the potential for learning and borrowing tools from other decision contexts. What would we expect to see if anticipation were incorporated in planning activities? Instead of charting one course of action, plans would be strategic. The tell-tale characteristic of genuinely strategic decisions is their contingent nature: they have an "if then" format that explicitly captures the risks and uncertainties underlying the reality to be affected; they have "plan B" provisions that reflect the known risks and the uncertainty surrounding predictions. Their format is closer to policy guidelines than a linear set of steps from initiation to execution. Most importantly, such plans are preceded by careful stakeholder scans that identify who might affect or be affected by the proposed actions, and who should participate in the planning process and in what way. While no decision initiative or plan can be expected to be conflict-free, we propose that engaging in anticipation activities can help manage planning conflicts, increase the likelihood of implementation, and reduce some of the negative side effects. The approach to anticipation here is stakeholder-based and will be illustrated with examples from case studies: a scan of currently active stakeholders, a forecast of future stakeholders (some of whom have no 'voice' in the present but we anticipate their stakes in the future), and a mapping of their interests, positions, issue priorities, ranges of agreement and disagreement.

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The Next Frontier is Anticipation: Thinking Ahead about Conflict to Help Clients Find Constructive Ways to Engage Issues in Advance. Alternatives to the High Costs of Litigation, available electronically on Wiley Interscience (www.interscience.wiley.com) Vol. 25, #6, June 2007.

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PROGRAMMING, BUDGETING AND ACCOUNTING LAND DEVELOPMENT BY LOCAL AUTHORITIES IN THE NETHERLANDS

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Governments tempt to underestimate the costs of infrastructure projects (Flyvbjerg et al, 2002). Is this also the case for infrastructure provision in relation to subdivisions? This question is analysed using financial estimates and annual accounts of local authorities in the Netherlands.

There is a specific tradition of Netherlands' local authorities as land developers (Lefcoe, 1978; Needham, 1994), that is, local authorities buy raw building land, provide infrastructure, and sell serviced plots to development companies, housing associations and end-users. The context in which this happens has changed due to the restructuring of the Welfare State. There is fierce competition on the land and critics state that local authorities must stop using the method of direct development, and use other instruments, like development obligations, to guide infrastructure provision. One of the arguments of the critics is that due to the increased competition, building land is too expensive, and it is therefore not any more possible to make a profit and direct development is too risky for local authorities, and it will be therefore a better option to refrain from this practice.

This paper analyses municipal accounts on the aspect of land development policies. It shows that, in contrary to the statements by the critics, the profits of local authorities from land development are growing. The analysis shows, moreover, that there is indeed a large underestimation of the costs for infrastructure provision in the yearly estimates of local authorities. However, the analysis shows also that the same holds for the proceeds of the sale of building land, that is, the net financial result is better than estimated. This may have consequences for the explanation of budget overruns. It is not only the bad news (higher costs) that is kept from the public debate, but also the good news (higher proceeds) is not communicated. So, the difference between estimated and actual assets and liabilities cannot be explained on throwing dust into the eyes of the public to get the project running because of vested interest in getting it going.

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CORRUPTION IN PLANNING AND LAND DEVELOPMENT IN GREECE: TALES OF A CONTEMPORARY LERNAEAN HYDRA

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Three years ago, in a survey published in the Greek newspaper "Kathimerini" of 12/12/2005, it was stated that "22% of the citizens surveyed declared that they had personal experience in corruption cases in Taxation Departments. Hospitals are second in the corruption list with an equivalent percentage of 21% and Urban Planning Departments are third with 15%..." By declaring war against corruption and promising major reforms in these "sensitive" administrative sectors, the New Democracy centre – right political party won the national elections for a second term. Since then, Greece scored even worse in the Annual Report of Transparency International (from 46th among 180 countries in 2005, to 56th in 2007). The public sectors broadly related to land use, construction and urban development seem to hold the lead in phenomena of corruption, in both, frequency of incidents (58% of cases of corruption) and the severity of them (recent suicide attempts are

tragic epitomes of the involvement of public sector to profitable business of illegal construction or remission of protection of archaeological sites).

Corruption cases in the sector of spatial planning and development have been recorded by the Office of the Public Advocate most often than in most other sectors of the central and local administration. It is, in fact, one of the main causal factors for phenomena related to excessive exploitation of land, large scale illegal development, destruction of archaeological sites, degradation of urban environment, and non compliance to planning and building laws, which in turn, cause serious difficulties in the provision of infrastructure and public services. In the proposed paper, the focus is on investigating the relation of corruption in the sector of planning and spatial development to other social, political, and economic factors. Empirical research will be presented, including data, attitude surveys, and reference to case studies. The role of legislation will be analysed, either as penalizing (anticorruption laws), or as preventing corruption (planning and other related legislation, and provisions for transparency, participation etc.). Finally, transferability of related laws and policies to European and other countries will be examined.

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NEVER THE TWAIN SHALL MEET – MEDIATION AS TRANSACTIONAL JUSTICE

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A process of active reform and modernisation of the land use planning system in Scotland has sought to improve its efficiency and effectiveness (Peel and Lloyd, 2007). This has involved technocratic changes to the elements of this particular aspect of local and regional governance. In addition, attempts have been made to strengthen its democratic principles. Taken together, these reforms have sought to promote an accountable, transparent, inclusive and more efficient regulatory function over land development. In parallel, mediation has attracted considerable attention in a broad range of public services (Department for Constitutional Affairs, 2005). This builds on an established interest in mediation's potential as an alternative or supplementary approach to resolving disputes around land development proposals, and building consensus in development planning (Barton, 1984; Susskind and Ozawa, 1984; Weidner, 1998; Pearce and Stubbs, 2000). Arguably, mediation could provide an

additional set of technocratic and democratic outcomes for the land use planning system. Grounding the discussion in the emerging New Institutional Economics thinking (Webster, 2005), and informed by a Coasian perspective, this paper uses the logic of transaction costs to explore the contemporary theoretical potential of mediation in land use policy and planning. It then proposes a possible contingency framework for considering mediation as a new form of brokering the transaction costs involved in land use planning. It concludes, however, that the anticipated efficiency gains will be context-specific and that, in practice, mediation will never be cost-neutral.

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FLEXIBILITY IN PLANNING AND ITS EFFECTS ON PUBLIC VALUE CAPTURING

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Flexibility was seen as a negative feature in the 1960s planning practice, whereas planning profession today perceives flexibility as a positive asset to cope with the challenges of growing complexity, opportunism, and diversity in cities. The discussion about flexibility seems to rest between two approaches. On the one hand, planning should be flexible to facilitate a non-linear and multi-layered decision making system. On the other hand, when implementation is too flexible public sector loses the controlling power while the demands of the private sector influence the urban development in an incremental way. This discussion displays that the profession is still trying to define the degree of flexibility needed in urban development. Perhaps this discussion underlines the ongoing struggle of the planning profession to define its role and approach in urban development.

Aiming to focus on the effects of flexibility on public value capturing, this paper explores an important feature of flexibility: should the legally binding land use rules be fixed or not before negotiations between developers and local planning bodies take place? By focusing on the relationship between the level of public

value capturing (i.e. the level to which public bodies manage to make developers pay the public infrastructure -- infrastructure provision, public roads and space, public facilities and buildings, affordable and social housing, etc) and the level of certainty this paper will address the mentioned question.

The paper uses the empirical data of case-based research on Dutch urban regeneration projects. The Netherlands, in theory, has a planned system, where a legally binding land-use plan creates beforehand certainty about the future development possibilities. We will provide an analysis on the effects of this certainty in shaping developers' contributions to public infrastructure.

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THE URBAN PROJECT : ITERATIVE AND NEGOTIATED PROCESS

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Natacha SEIGNEURET and Paulette DUARTE Senior lecturers Institut of Urban planning University Pierre Mendes France of Grenoble The urban project: iterative and negotiated process Our communication is based at the same time on a contract of research about the urban project on great scale and our teaching and professional practices. For more than 20 years, the concept of urban project has taken form and developed on different territories. The increasing complexity of the problems to be treated, which requires a control of the urban extensions but also a requalification of built territories, obliges with an attitude at the same time more modest, tenacious and multi-disciplinary. The rigid logic of programming is not any more setting, it tends to being replaced by a town planning of project more close to a circular figure than linear. This implies to develop an iterative project where the stages are not strictly any more separated and are not placed in an immutable order and a negotiated project where each structuring stage is discussed and validated by the partners of the project. The process of iterative project tries to build representations of an urban reality, which with the first glance seems a juxtaposition of elements. It gives as much importance to the observation and the analysis that with the exposition of the issues and the strategic choices. The iterative project then makes it possible to make choices, to reject inappropriate hypothesis and to state the main orientations for the future of territory. Moreover, this process implies that the projects are not any more hierarchical type, but of negotiated type, contents of the project being known only at the end. The roles of the actors tend to change during the project. The decision makers are not the only ones to determine objectives and to work out programs. The experts, even the users, can take part in this determination and development. Various reasons justify this recourse to the negotiation: surpassing the limited rationality of the actors, consideration of the unknown a priori social requests, collective construction of common representations of the territory and the project, surpassing blocks and fold on the particular interests.

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CITIZEN PLANNING AS CITIZEN PARTICIPATION IN LOCAL REPRESENTATIVE SELF GOVERNMENT

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Standardized state planning and zoning enabling laws were adopted widely throughout the U.S. almost a century ago. That reformation of state-local institutional arrangements formalized the process employed by local governments to manage private land use, and it placed citizen planning—especially the planning commission—at the center of the local decision-making process. Citizen planning can thus be characterized as a form of deliberative citizen participation institutionalized within local representative self government. As such, it has the potential to augment the incompetencies and counter the tyrannies of government. In a modern governmental system dependent on the professionalized bureaucracy, it also has the potential to temper the over-competence and tyranny of the professional expert. Finally, relative to relying on the professionalized bureaucracy alone, it has the potential to improve our ability to resolve contemporary problems of governance, which are characterized by complexity, uncertainty, interdependency, inter-connectedness, pluralism and diversity. Yet citizen planning as an institution itself can introduce new problems of incompetency, tyranny, parochialism, arbitrariness, and so on.

This paper considers the promise and perils of citizen planning today, first in theory and then in practice. It begins with the role of citizen participation in representative self government, in general, and then addresses citizen planning (primarily the planning commission) as an institutionalized form of citizen participation, a form engaged specifically in the realm of local comprehensive planning and land management. The paper then summarizes the very limited empirical work that has been done on the planning commission as an institution. This theoretical and empirical treatment taken together suggests that in order to promote the full promise of citizen planning while minimizing its perils, citizen planners must be knowledgeable about their collective role as citizen planners, about the reach and limits of local planning processes, and about the challenges and issues confronting land use governance today. The paper concludes by discussing these assertions and identifying issues and questions for further empirical study.

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COPING WITH LAND ABANDONMENT AND FOREST FIRES: RE-VISITING THE "BUNDLE" IN GALICIA (NW SPAIN)

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The region of Galicia, located in the north-west of Spain, has had a dramatic re-structuring of the agrarian sector in the last two decades. Many rural areas have not been able to adapt their agrarian structures to changes in socio-economic and political conditions. High levels of land fragmentation, the absence of a suitable spatial planning framework, inaccurate land administration systems, and other social and cultural factors, made certain land uses inefficient and promoted a high reduction of the agricultural activities, which in turn lead to rapid changes in land use. Market mechanisms as well as some traditional policy instruments as land consolidation have been ineffective at coping with those processes. The high degree of separation (not only spatial) between owners and their land and the sharp reduction in the number of direct land managers has led to high rates of land abandonment. The consequences of this change are manifold. Apart from the loss of economic, cultural and environmental values, risk of forest fires has increased considerably. Indeed, during the summer of 2006 almost 100.000 ha were destroyed by fire.

Although governments often design and implement measures aimed at regulating how the land is managed, under the assumption that market mechanisms do not provide the most efficient, equitable or sustainable outcomes, Galician administrations had been quite reserved in that realm until now. Despite this, justified in part by extreme situation of 2006, two new legal instruments have recently been approved. The Galician Land Bank, that aims to reduce land abandonment by promoting the leasing of farmland and the Forest Management Units, that promote joint production and management by scattered and small (forestry) owners in order to adapt land use against forest fire risk. Both measures re-define the bundle of property rights linked to rural land in a very new way in a Galician, but also European context. Indeed, these policies are proving of interest to international organizations such as the UN's FAO given their potential usefulness in Central and Eastern Europe, where, with very different historical circumstances and land use patterns as compared to Galicia, a similar land use situation has evolved. These new policy instruments are analyzed and discussed from the perspective of property rights theory. Land ownership in Galicia is described, as well as its consequences with regard to land use in the

current socio-economic and environmental scenario, and main principles of operation of the new policies are assessed.

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ANTICIPATING OPPOSITION TO NEW TECHNOLOGIES

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Introducing new technologies can be met with a range of community responses. Planning for change includes anticipating anything from silent acceptance to vocal outrage. Good planning entails joint decision making and includes the community at early stages, but even the best planning cannot ensure that conflict will not arise. In today's current political climate, political officials, agency staff and technological experts often are suspect until proven innocent. Aquifer Storage Recovery (ASR) systems belong to a group of sophisticated technologies that can baffle communities whose reactions can baffle decision makers. Ecological dynamics of ASR are often largely invisible from direct, visual observation, not well-understood, and, also, somewhat uncertain. Social impacts are correspondingly complex. What sorts of community responses can sponsors of ASR projects expect? What steps can public sponsors take to ensure project goals are attained wisely, efficiently and without loss of institutional and personal legitimacy? How can so-called "local knowledge" be brought together with expert knowledge into one scientifically sound decision process? This presentation will review the range of likely community responses and possible motivations behind them as suggested by the range of arguments that have been raised in opposition to ASR projects around the United States as an example of how unfamiliar technologies may evoke community opposition. Drawing from the consensus-building and dispute resolution fields, practical techniques for addressing community concerns will be examined and assessed against objectives for public decision making including technical soundness, maintaining institutional legitimacy, and efficiency. Anticipation of community concerns is one step toward more justly and effectively addressing them.

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THE TRANSFORMATIONAL POTENTIAL OF INSTITUTIONAL PLANNING

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The paper reconsiders the theoretical assumptions of institutional reflection in transformational practices of planning. The umbrella of 'institutional planning' covers many hats but in most interpretations – unfortunately – institutions are still identified as nested patterns of social norms that constrain the ongoing practices of human interaction from an external context. It is considering institutions as being mummified beyond real practices: being settled in fixated patterns, prior to action and ruling the animals from an outside position. Paraphrasing the well known oversight by Hall and Taylor:

Position: extern | internalized

Prior to action: Rational choice | Historical institutionalism (path dependency)

Situational: Actor institutionalism | Sociological institutionalism

In economic approaches of optimising rational choice, institutions usually are considered as external supplements that have to serve the homo economicus when markets fail. One might add the actor institutionalism that considers institutions as external rules of the game. This approach brings in more change because participants may arrange new rules in new situations but institutions still are kept beyond the practices. In historical institutionalism institutions are internalized in social practices. Here however the historic interpretations and path dependencies complicate a fluid transformation of institutions. In the third institutionalism, sociology also brings the notion of internalized institutions in social practices, but uses a broader definition of institutions, including the cultural system.

Building forward on the sociological interpretation, the paper explores the active transformational potential of institutions. Ontologically, we assume the existence of rules and social norms of which the origin usually cannot be traced back to specific individual choice. There is not a blank field for individual choice; individual choices always are socially embedded. However, this does not lead us to simply rule following behaviour. The real meaning of social norms and rules has to be validated and revalidated in social interaction. Social norms have to be recognized, canonized, symbolized and validated in practices in order to get real meaning. This is an active process in conflictive and changing practices. It is the transformative potential of evolving institutions in practices; it is not pacified 'institution' but a continuous act of 'instituting'.

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COST RECOVERY AND GAME THEORY: A CASE OF LAND DEVELOPMENT PROCESS IN THE NETHERLANDS

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Because municipalities faced serious problems with cost recovery of public investments in public land development processes, the Dutch Government has very recently introduced new regulation for costs recovery of public investments (for example, costs of servicing the land, road infrastructure and open space). The problems with the current model have arisen mainly because, both in greenfield and brownfield developments, some of the landowners with a development interest refused to contribute to those costs (Needham, 2007). Under the new regulation all landowners that take part in the (re)development can be forced to pay for cost recovery. Therefore, the new regulation is expected to give more flexibility and to make it easier for municipalities to (re)develop both greenfield and brownfield locations. However, at this moment, it is unsure in which direction municipalities and landowners will change their strategies in land development processes.

In this paper, we will analyze how this new regulation will change the pattern of land development process for brownfield locations in the Netherlands. The strategies of land developers and municipalities in the land development process will be studied using a game theory approach. By making use of game theory and simulation (von Neumann & Morgenstern, 1944; Myerson, 1991; Dixit & Skeath, 2004), we will demonstrate how the stakeholders behave strategically – both under the old and the new regulation for cost recovery - in order to make a decision / choose their strategy for developing the land. To test the strategies of the stakeholders in a complex environment in different games (cooperative versus non-cooperative games) computerized simulations will be carried out (Van Deemen, 1991). It will be demonstrated that, as a direct consequence of the new regulation, municipalities will have much better tools to redevelop obsolete inner-city areas with fragmented ownership. We will also argue, however, that the new regulation is still not without problems, especially when there are financial gaps in the development process.

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PATRAS - EUROPEAN CULTURAL CAPITAL OF 2006. A LOST CHANCE IN URBAN DEVELOPMENT AND

PLANNING CONTEXT FOR THE THIRD LARGEST GREEK CITY.

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During the last few years the city of Patras, Greece, underwent the experience of hosting part of the 2004 Olympic Games and of being the European Cultural Capital of 2006. For several years before policymakers, scientists and other interest groups had been organizing a vivid discussion on the manner in which the outcome of this double faceted experience would contribute to the benefit of the city and its inhabitants.

Many ideas were formulated and many interested parties were mobilized as a result of this argument, amidst an atmosphere of fruitful concern for the city's well-being. The emphasis was placed on the construction of athletic complexes, cultural centers and infrastructure networks. Yet, as time passed and festivities ended, it has become obvious that the legacy of the two big events, let alone the alleged interest in the city's future, is minimal.

It is surprising that there has been no official assessment, not even an attempt to throw some light on the reasons of the failure to exploit the given opportunities for the city's development.

The present paper reviews the context in which public administration as well as other stakeholders have operated and examines their role in the procedure of policymaking on the aforementioned issue. Further more the paper aims to provide answers to the deeper reasons of this malfunction.

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THE EVOLUTION OF THE PLANNING PROCESS IN BULGARIA – 'FROM PLAN TO MARKET' TO SOMETHING IN BETWEEN – THE CASE OF THE TOURISM SECTOR
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Urban planning in socialist Bulgaria followed patterns similar to that in other socialist states. While decisions regarding allocation of industries were made by central government ministries or party leaders, decisions regarding development of residential and tourist areas were usually made by experts in a typical top-down, non-participatory process, with little or no input from the public. These decisions were based on rules, norms and the professional vision of the planners.

Planning, in all contexts, was largely discredited following the end of the socialist era. In its place, market forces dominated. In the real estate market, planning was largely relegated to approval of developers' plans. Municipal planning bodies had no experience with approval of developers plans, and had neither the tools nor the proper understanding to deal with this new process. As the transformation from socialism unfolded, the negative results of such "market orientated" urban development became apparent. This provoked a reaction against unbridled building, particularly in tourist areas, and, in turn, a growing professional and public opposition to "free market" forces developed.

This paper examines the evolution of the planning process in Bulgaria from the perspective of the Bulgarian tourism sector. The tourism sector in Bulgaria is an excellent vehicle for this study of the planning process because that sector was well developed during socialist times, offering a range of high-quality tourist sites. In the

period following the collapse of socialism the tourism market grew substantially, empowered by free private initiative. This caused an immediate expansion of the property market and a boom in the development of tourist areas. It also led, predictably, to excesses and distortions in the market. As these distortions became apparent, planning was seen as the remedy.

Through case studies of several beach and ski resort developments, the evolution of the planning process in post-socialist Bulgaria will be described, explained and evaluated. Strengths and weaknesses of the process as it has evolved will be presented, and likely future directions for planning in Bulgaria will be postulated.

This presentation has relevance to the planning profession because it will document the evolution of the urban planning process in a post-socialist environment. The principles learned from this experience may be applied in other countries as they attempt to establish a balance between planning and the market.

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[640]

THE PROBLEM OF INSTITUTIONAL DESIGN FOR RESOLVING CONFLICT BETWEEN PLANNING POLICY AND LOCAL DEMOCRACY: PLANNING OVERSIGHT AND APPEAL BODIES IN COMPARATIVE PERSPECTIVE
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In recent years, governments in many jurisdictions have adopted increasingly prescriptive planning policies aimed at delivering 'smart growth' objectives. In renegotiating development rights, these policies have generated conflicts between different interests, including homeowners, the development industry, local and senior governments, and environmentalists, sometimes challenging the legitimacy of planning systems. In most common law jurisdictions with policy-led planning systems, the arena of conflict has been a superordinate planning oversight and appeal body, which in some Canadian provinces and Ireland takes the form of a quasi-judicial board; in New Zealand and most Australian states, courts; and in Britain, a national executive agency.

I first construct a typology of planning oversight and appeal bodies, focusing particularly on their degree of autonomy from political

executives, scope of oversight powers over local decision-making, range of matters subject to appeal, and access to the appeal process. Conclusions are then drawn as to the political and functional advantages and disadvantages of different institutional designs. Attention will be paid to paradigmatic cases: the Ontario Municipal Board, the UK Planning Inspectorate, the New South Wales Land and Environment Court, as well as the rogue case of British Columbia, which for unique historical reasons marries planning policy to American-style decentralized planning.

This paper contributes to a largely British and Australian literature on normative and institutional aspects of policy-led planning systems. It is also relevant to American jurisdictions that are developing state-level policy-led planning systems, such as Maryland and New Jersey. The paper will address the compatibility of various institutional designs for oversight of policy-led planning systems to the American legal frameworks and planning practice.

Connection to dissertation: This paper constitutes a building block of my dissertation in progress, which is supervised by Dr. David Wolfe of the Department of Political Science, University of Toronto (david.wolfe@utoronto.ca).

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CONTRACTING AND URBAN REGENERATION

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Governments strive for mixed-use developments within the city boundaries. They want private housing, commercial activities, community services, public spaces, affordable housing, infrastructure, and so on, side by side. However they often do not own (all) the land. In addition, some of the functions are commercially unattractive. Therefore various instruments are introduced to either stimulate – force – developers to provide services that they would otherwise not provide, or to 'tax' them so the government can use the money for those services. Many countries seem to struggle with the issue of value capturing (and related, but not similar issues like cost recovery and creaming off development gains). The opportunities for and profitability of location development depends, to a large extent, on the regulation with respect to these issues.

In some countries (including the Netherlands) new regulation under public law has been and will be introduced to improve value capturing. However, it also seems that there is a growing use of contracts, under private law, signed by the public and the private

sector to jointly develop large areas within the existing urban fabric. This fits within a wider trend of new contractualism. What are the rationales behind this development and what are the effects on urban regeneration? Examples from the Netherlands and England are used to answer this question. In the Netherlands we analyse the effect of new contractualism on location development projects (gebiedsontwikkeling). Attention will be paid both to greenfield housing projects and inner city redevelopment projects. Those types of projects have led to new public private partnerships in urban developments. In England we explore the emergence of the new contractualism in the context of Urban Regeneration Companies and Business Improvement Districts. Both measures involve a greater assertion of private property rights over what would be conventionally constructed as the public realm. We make use of these examples to discuss to what extent (the differences in) the institutional context can be held responsible for the different outcomes of the contractual arrangements between public and private actors involved.

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URBANIZATION FROM SCRATCH, COMPARING INTENTIONALITY AND CIVIC ENGAGEMENT IN THE NEW DEVELOPMENTS OF DAMASCUS AND LEIDSCHER RIJN

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The planner's job typically involves managing existing urban space to optimize utility and livability. Only infrequently do planning officials work from a bare canvas. This opportunity occurs, usually at the borders of the existing built-out environment, when municipalities target rural land for urbanization. Where sheep now graze, or trees now stand, thousands of new homes, complete new towns or vast industrial concerns will rise as a result of a planning decision, whether to fulfill requirements from a higher governmental level or not. Intended large "urbanization from scratch" developments transform areas in revolutionary rather than more common evolutionary ways.

In this paper we will address two questions by comparing qualitative data we produce from two cases of urbanization from scratch, both in metropolitan areas with well-deserved planning reputations. Leidsche Rijn is near Utrecht in the Netherlands, a country known throughout the world for its innovative approaches to meeting the needs of its citizens. Damascus, near Portland in the American state of Oregon, borders a metropolitan area with what Robert Putnam calls "an epidemic of civic engagement."

Our first question is how planners can look beyond focusing only on spatial development and make decisions that are functional, livable,

farsighted, aesthetic, sustainable and economically viable as the scale of planned development expands. Further, we will analyze how citizens can gain meaningful input in the planning of urbanization from scratch. Most planning laws require public participation in land use decision making, as do principles of legitimated governance. In new developments "the public" is itself often unclear. We distinguish three categories of citizens: Inhabitants, who presently live in the area to be developed; Pioneers, who move to the area in the first development stage; and Settlers, who will become inhabitants of the already developed town. This research also has implications for large infill development in urbanized areas.

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CONSTITUTIONAL PROTECTION OF FORESTS IN GREECE. POTENTIAL CONFLICTS WITH LAND PROPERTY RIGHTS

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The main benefits accruing of forests and woody lands, are related to safeguarding the ecological balance and improving the quality of life. The protection of the forest ecosystems in Greece undoubtedly constitutes an issue of utmost social, political and economic significance. The main reasons for this, are the excessive pressures for uncontrolled housing development which often result in the destruction of forests, as well as the "expectation rights" for housing development that have been growing along the rapid housing development.

The cornerstones of protection of forests in Greek Legal Code are articles 24 and 117 of the Greek Constitution. According to them, any change of the character of forests and woody lands is prohibited, and reforestation of destroyed forests and woody lands is compulsory. Under the context of these constitutional commands, the Council of State in the last 15 years, adopting an exceptionally strict attitude, came forward with adjudications aiming to prohibit any kind of land use change, related directly or indirectly to forests. Thus, the Council of State has ruled that inclusion of forest land in city plans is not allowed under any conditions, and building technical infrastructure in forest areas is also prohibited. Here it has to be noted that characterizations of areas as being of forest nature are vague, since "forest nature" is not clearly defined, and depends on characteristics shown on maps more than 50 years old. This strictness, expressed in the constitutional clauses and in the strict jurisprudence of the Council of State, leads to disproportionate restrictions on land property rights, and to lack of compensation from the part of the State to land owners who are deprived of their right to develop their property.

In the proposed paper, the excesses in the constitutional protection of forests is analysed, mainly concerning the prohibition of development of any type on them, and the limited compensation granted to land owners. References are made to related decisions of the European Court of Human Rights (ECHR), and suggestions are proposed towards a fair balance between forest protection and property rights, within a frame of sustainable land management.

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TRACK 12: PLANNING THEORY AND HISTORY

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THE POLITICS OF ADOPTING OREGON'S STATEWIDE PLANNING GOALS

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In late 1974 the recently created Oregon Land Conservation and Development Commission (LCDC) adopted a set of 14 statewide land use planning goals. Those goals would have the force of law. All local governments would have to produce comprehensive plans and implementing ordinances that were consistent with those goals. Much has been written about the law, Senate Bill 100, that created LCDC in 1973, however, little attention has been devoted to the dynamics of goal formulation and adoption, and to substantive aspects of the goals that were adopted. This paper aims to fill that gap. State level planners, and their counterparts at the local level, were centrally involved in goal development, as were environmental activists, many of whom were lawyers. The paper will explore the roles that planners and environmentalists played during goal formulation, and attempt to bridge conceptual issues regarding the place of goals in planning processes and the political history of that process during this critical stage of the implementation of the Oregon statewide planning system.

A key issue with which participants struggled was the level of specificity that would be incorporated into individual goals, and issue on which some planners and environmental activists disagreed. That struggle also related to the ways in which the goals would structure the emerging relationship between the new state agency and the local units of governments that would be producing plans and ordinances. The nature of that relationship was intensely contested during the legislative process that produced Senate Bill 100, and would continue to be contested during implementation.

The paper will be based on research using LCDC records which are housed in the Oregon State Archives, and on interviews with participants in the goal development process.

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HAS THE IDEA OF PLANNING THEORY COME TO A DEAD END?

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Achieving the ideal planned society was the main aim of the modern city and the regional planning project, combined with the intention of improving the living conditions of the working class. Names like Ildefonso Cerdá, Patric Geddes and Ebenezer Howard from the last

half of the 19th century remind us of this fact. The Soviet Union's five-year plans from the 1930s and US President Roosevelt's New Deal are witnesses to the fact that public planning was an established activity before WWII.

If we look back to the year 1959 we find two articles which attempted to approach a discussion of what can be equated with planning theory. Edward C. Banfield's article, Ends and Means in Planning, and Charles E. Lindblom's article, The Science of "Muddling Through" are still among the canons on most planning school reading lists.

With the Paris riots of the spring of 1968 as our backdrop, we look at various theories on how bottom-up and not top-down plans dominated the planning theory scene in the early 1970s. One of the theories most referred to is John Friedman's idea of Transaction Planning.

During the 80s we talked about the communicative turn in planning theory, influenced to a high degree by Jürgen Habermas's idea of communicative rationality and more specifically his principle of free speech.

The formal charter establishing AESOP was signed in Dortmund, Germany, in 1987 and one of its objectives is: to promote the development of teaching and research in the field of planning. One of the purposes of this paper is to address this ambitious objective. Has a new area of research and theory which we could call planning theory been developed over the last 50 years? The answer we arrive at in this paper is "no", and we argue in different ways why "no" is the appropriate answer.

In 1973 Andreas Faludi introduced the concepts of theory in planning versus theory of planning. This has been a helpful distinction in trying to develop genuine planning theory. But we do not find that these categories have taken us much further. Theory in planning theory is not so unlike different methodologies used in planning, and theory of planning deals with how planning activities function in various sectors and disciplines, both in the private and public sectors.

The arguments in the paper are mainly based on activities within such organizations as AESOP and the ACSP; in books, papers and speeches presented in these professional organizations by planners in Europe and North-America.

Through his thesis on rationality and power in planning processes, in 1991, the Dane Bent Flyvbjerg introduced many of us to a very provocative response to the more Habermasian harmonic vision of an ideal planning theory.

We will never find the one and only planning theory which could help us to ascertain how we can/should/ought to make good planning processes. Planning is essentially a normative activity. It is all about creating or designing good planning processes which function well in solving each situation-specific planning problem specific in time and space. Instrumental and communicative rationality and the rationality of power are necessary, but inadequate "tools" for the design of good processes. To do this we will argue that looking at the words and concepts used in the three rationalities, their specific kind of rhetoric, might bring us closer to an understanding of both the theoretical and the practical sides of the phenomenon that is planning. But the design of processes must be based on situation-specific problems and the framework within which they are to be solved. Whatever the theory, the point of departure of the planner must be his or her own insight and knowledge. Planners will not find recipes or

guidelines telling them what they should specifically do in concrete planning situations.

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INTRODUCTION TO PRE-ORGANIZED SESSION MARTIN MEYERSON: PRACTITIONER, EDUCATOR, RESEARCHER

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Martin Meyerson (1922-2007) had important impacts on the planning profession as a practitioner, educator, researcher, theoretician and university president. Co-author of the classic study "Planning, Politics and the Public Interest" (The Free Press, 1955), an account of urban policy in Chicago, Meyerson framed the discussion of "the public interest" and later challenged contemporary planning theory as it prescribed the comprehensive plan and the planning process. He introduced social science analysis and an appreciation of market forces into planning. Meyerson held faculty appointments at three major institutions: the University of Chicago (1948-1952), University of Pennsylvania (1952-1957) and Harvard University (1957-1963) where he was the co-founding director of the Harvard-MIT Joint Center for Urban Studies, one of the most influential research institutes of its era. He entered university administration as Dean, College of Environmental Design, University of California, Berkeley (1963-1965), served as Acting Chancellor (1965-66) during the time of Berkeley's student unrest, was appointed President, SUNY, Buffalo (1966-1970) and President, University of Pennsylvania (1970-1981). After his retirement from the Penn presidency he remained active in higher education and urban affairs.

This panel will focus on Meyerson's early career as a planning practitioner and scholar, from the late 1940s to the 1960s. While it will review Meyerson's contributions to planning theory, education and research, its intent is to illuminate a relatively unstudied period of planning history. Papers will explore key ideas including the evolution of the public interest, track the persistence of these ideas through generations of students as well as in publications and

research stimulated by Meyerson at critical points of his career. Presenters will provide the following papers: 1. A critical biography (Sisi Liang, PhD student, University of Pennsylvania); 2. an interpretation of the public interest as defined by Meyerson and later writers (John Landis, Professor University of Pennsylvania) 3. an assessment of his impact on masters and doctoral students, especially female PhD candidates (Marcia Marker Feld, Professor emerita, University of Rhode Island) 4. a short history of the Harvard-MIT Joint Center for Urban Studies (Eugenie Birch, Professor, University of Pennsylvania) and 5. Meyerson at Berkeley (Michael Teitz, Professor Emeritus, University of California, Berkeley).

These papers will form part of a symposium in the Journal of Planning History.

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MARTIN MEYERSON AND THE JOINT CENTER FOR URBAN STUDIES OF MIT AND HARVARD

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Martin Meyerson had a distinguished academic career holding appointment in city planning at four major universities (Chicago, Penn, Harvard and Berkeley), authored and edited several notable books and journal articles and co-founded (with Lloyd Rodwin) the influential Joint Center for Urban Studies of MIT and Harvard. This paper will focus on Meyerson's work at the Joint Center from 1959 to 1963. Formed in 1959 to foster interdisciplinary research on cities, it became the engine of urban scholarship in the 1960s and 1970s. It sponsored basic and applied research and convened conferences. Research reports include a series on politics in various cities by James Q. Wilson (Los Angeles), Charles W. Bender (Seattle) and others. It published books through the Harvard and MIT presses on urban topics. The books ranged from Oscar Handlin's "The City in History" to Nathan Glazer and Daniel Patrick Moynihan's "Beyond the Melting Pot" to Kevin Lynch's "Image of the City." It engaged in consulting work, notably the planning for Ciudad Guayana, the resource-based Venezuelan New Town that now has 1.3 inhabitants and a strong manufacturing base.

Since no one has documented the Joint Center's work in its formative years nor analyzed the leadership of its co-founders, this paper will fill that gap..

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LOGICS OF ALLOCATION OF THE BUILT ENVIRONMENT AND NATURAL PROPERTY RIGHTS

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There are four ideal logics of collective decision about the built environment in planning theory: market (where access to land and infrastructural services is defined by exchange values according to pricing mechanisms), rational-comprehensive (where access is defined by a hierarchical definition of actions through scientific means-end analysis according to public good ideals), participation (where access is defined by social consensus through deliberation), and resistance (where access is defined by the right to survive through 'insurgent urbanism').

Here, I present the historical case of Bogotá, Colombia to argue that these logics are inherently intertwined and predetermined by one institutional arrangement and the power relations that it produces: the commodification of land. In Colombia, since colonial times, private property has been traditionally conceived as a natural right according to the Lockean view. Because land is non reproducible by the capital, natural property rights mean that landowners have been able to privatize the benefits associated to the positive externalities caused by the city growth, reducing markets, rational planning, participation and resistance to the most powerful logic of land entrepreneurialism.

In Bogotá, land entrepreneurs have created an oligopolistic and fragmented market increasing their profits by charging the wealthy a premium for spatial segregation, allowing higher densities in medium income areas and commercializing the worst and most peripheral land without formal title or planning permission through pirate subdivisions. Comprehensive planning has been limited to 'sanction' the outcomes of land entrepreneurialism focusing housing policies in public provision and demand subsidies which in a context of private control of land have resulted in dense low income housing at long distances to the CBD and transferences of public resources to landowners through higher prices. The spaces of deliberation have been redirected from land use discussions to the demand for public

services safeguarding the 'sanctity' of private property but socializing the costs of servicing. The resistance logic has been criminalized, limiting squatting only to exceptional cases in lands with no exchange value.

In this way, the four logics (and the binary antagonisms that they produce when combined: planning vs. markets, civil society vs. states, top-down vs. bottom-up, invited vs. invented citizenship, central vs. spontaneous order, formal vs. informal) are just analytical devices used to magnify differences between aspects of the single and indivisible process of creation of the built environment, process that is predetermined by the contradiction between the need for social control over land and the institution of natural property rights.

This paper includes work that is related to a doctoral dissertation proposal that has already been approved.

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THE CONTEMPORARY CITY AS A CHANGING ARCHITECTURE OF TIME

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Focus

The city of the future, we already live in, is a city of time. It is time – no more space – the medium of innovation in the ways of life, in globalized economic processes, in the technologies of relation and meeting, in the use of territories. Occupied by definitely temporary inhabitants, the city of time is a changing shape, structured by the material and immaterial flows of movements and exchanges and by multiple spatial scales. The very places of the city of time are mobility spaces, road circuits, new areas of gravitation of its inhabitants. We propose here a speculation on the desirable urban arrangements of the contemporary city, characterized by innovation both in its spatial order and in the regulation of time.

The reference framework

This paper shows how – and by what processes acting in the knowledge society (M. Castells, 1983, 1988, 1996 and 2001) – the contemporary city has the peculiar feature of presenting itself to the senses of us inhabitants, not just as a cyclopic, horizonless agglomeration of constructions, but as an ever changing entangling of temporal "materials", continuously trans-forming the landscape.

The phenomenon of shifting from spatial to temporal evidence needs comprehension. It is an appalling fact in itself, since we had no doubts, up to now, that the city is a spatial configuration (reference is made to D. Formaggio, 1990). We will also briefly question the role of urban planning and of architecture, facing this renewed task of finding an aesthetic of the city (as in A. Loos, 1925 and 1931) which is not only inhabited by new morphologies of resident and temporary inhabitants (G. Martinotti, 1993; R. Camagni, M.C. Gibelli e P. Rigamonti, 2002), but also takes part with its physical and functional transformations in the new processes of social structuring (with A. Giddens, 1984).

Thesis

The inhabitants of the contemporary city, already dwell, unknowingly, a city of time. Its spatial features are known to our discipline, culture and experience, whereas its temporary features are not, because our senses are not culturally supported.

The category of time makes it possible to take on a new theoretical and descriptive approach.

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ROUNDTABLE - BEYOND THE LADDER: WHAT HAVE WE LEARNED ABOUT RESIDENT ROLES IN U.S. COMMUNITY DEVELOPMENT INITIATIVES?

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During the second half of the 20th century, the role of residents, or lack thereof, in U.S. planning efforts gained considerable attention. Driven, in large part, by the demands of local civil rights leaders and their supporters, local governments were challenged to develop more participatory and inclusive planning processes. Sherry Arnstein's seminal 1969 paper: "A Ladder of Citizen Participation," has framed much of the discourse on this topic in the U.S.

This roundtable will explore the role of residents in various U.S. community development initiatives since the 1950s—a role that can be broadly characterized as transforming from no role to a mandated role to participatory planning. We want to discuss how lessons can be translated into future programs, as well as inform a new generation of planning students about optimum roles for residents in the work that they (and we) do.

In terms of the theme of this conference, "Bridging the Divide," it is clear that efforts to bring residents into planning debates and to work with them to develop a strong voice, is a critical vehicle for closing the gap between any given city's more vocal, sophisticated, and affluent residents, and those who are less so.

A word about terminology: in this roundtable we will use the word "resident" rather than "citizen." In view of the fact that many residents in many countries are not citizens, and that many of these people are poor and of color, we do not want to exclude these groups from having a role in planning initiatives, even at the rhetorical level. Therefore, we feel that "resident" is a more inclusive term than "citizen" when discussing participation in planning activities and programs.

The roundtable will attempt to illuminate the role of citizens in each of the five major phases in which residents were minimally involved, given, demanded, or were able to secure a specific role related to their participation in U.S. community development efforts, as follows:

- 1) 1950s—Urban Renewal era
- 2) 1960s—War on Poverty, Model Cities era
- 3) 1970s—Retrenchment with the Community Development Block Grant program
- 4) 1970-1980s—growth of CDCs and focus on locally controlled development
- 5) 1990s-2000s—emergence and modest growth of participatory planning

Among the questions that we will raise are the following:

- 1) How were residents expected to participate in specific community development efforts?
- 2) To what extent were residents initiators or in charge of the effort?
- 3) What is the assessment of how well the program met resident concerns and needs?
- 4) What lessons were learned from this initiative and how did they contribute to subsequent resident involvement efforts?

The roundtable will re-visit the Arnstein "ladder" and will attempt to lay out new theoretical perspectives on the role of residents in planning. Forty years in the making, perhaps it is time to create a new ladder or, at least, to install some new rungs on this well-worn conceptual framework.

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MYTH AND RATIONALIZATION IN PLANNING HISTORY/THEORY: THE CASE OF THE NAÏVE MODERNIST PLANNER

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“Those that fail to learn from history are doomed to repeat it.”

(Winston Churchill)

“We learn from history that we do not learn from history.” (Hegel)

This essay examines the way that planning literature selectively uses planning history to identify object lessons and construct morality tales for planning theory. The ostensible utility of learning planning history is to wisely sidestep repeating past mistakes. This progressive outcome relies upon two conditions: accurately received history, and a rational process of converting historical knowledge into action. However, we not only learn from planning history, but we also forget, reject or neglect history. We rationalize and mythologize the past to leverage the present and make legitimacy claims on a self-interested vision of the future.

I investigate one specific narrative in recent planning theory/history: the naïve modernist planner, overcommitted to rational-scientific principles, enamored with Bauhaus/Corbusier geometry, untethered from urban history, and insensitive to the complex culture of urban street life. Like other such caricatures, the allegorical figure of the modernist planner (circa 1920 – 1970) may contain substantive elements of truth (albeit in comic oversimplification). Yet it can also be a device of opportunistic revisionist history.

I examine the contradictory impacts on contemporary planning theory, revealing both problematic and useful consequences. The vigorous rejection of modernist planning (e.g., Hall 2001; Scott 1998) can border on scapegoating: not only misdirecting blame, but thereby expanding the distance between past mistakes and current practices. By asserting that past mistakes (here of mid-20th century planning and urbanism) were due to an approach (modernism) no longer used, the modernist critique provides a macro-structural explanation, and diverts attention from a closer examination of individual agency and institutional actions. Furthermore, to paint the modernist planners of the past as naïve and simplistic is to implicitly assert that contemporary planners are savvy and wise. (Such a simple historical view of modernism overlooks the often progressive, democratic spirit of modernist urbanism.)

This inclination of planning history to emphasize the modernist-postmodernist break, taking place in the 1970s and 1980s, has provided a cathartic, even liberating, opportunity: it has allowed planning more freedom to re-imagine the profession and reconsider its foundational tenets. But there may also be unintended consequences: such a break may cause an unfortunate loss of solidarity with past planners and a devaluation of their thoughts and efforts. One function of planning history/theory is to reinforce solidarity and professional community: to see oneself as part of a larger community of planners across time and space. The scapegoating of modernist planning may also have a demoralizing effect on planning students, who come to graduate school to find camaraderie and hear heroic planning narratives, only to have their nascent enthusiasm for planning dampened by the litany of (predominantly modernist) planning disasters enumerated in introductory planning history/theory courses.

I conclude the essay by discussing several strategies to alter this relationship between planning history and theory: (1) greater use of alternative accounts of planning history from a diverse array of perspectives (e.g., race, class, gender, disciplinary) to get beyond the standard timeline of Howard-Burnham-Corbusier-Tugwell-Levitt-

Moses-Jacobs-etc.; (2) greater use of original historical texts (both scholarly and professional), allowing the voices of the past to speak directly, rather than relying predominantly on contemporary reinterpretations of planning history (leading to a diversity of voices across time); (3) heightened scrutiny and reflection of the ways that the profession reinterprets its past to rationalize contemporary beliefs and practices.

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SPACE AND PLACE IN SPATIAL PLANNING: JUXTAPOSITION OF POSITIVIST CONTENTS AND POSTSTRUCTURALIST PROCESSES

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Space and place have become important theoretical terms in a wide range of disciplines. Since the mid-twentieth century they have provided a way of breaking free from the theoretical rigidities of using spatial units, such as ‘urban’, ‘region’ or ‘global’ as the application of spatiality. However, a focus on space has a much longer history. It is seen as the hallmark of modernity and its origin in the Enlightenment project. At the centre of debate is the distinction between absolute and relational view of space. The former is rooted in Euclidean geometry and perceives space as a neutral container, while the latter is rooted in Leibnizian philosophy which views the space as dependent on the processes and substances that make it up. Drawing on the six case studies undertaken for a forthcoming book [1], this paper aims to explore the conceptions of space and place in the spatial strategies which were emerging in the early 2000s in the UK and Ireland. The focus is on examining the ways in which space and place are articulated, presented and visualised in planning contents and processes. The analyses are informed by a conceptual framework whose broad contour is defined by three distinct traditions of inquiry in social sciences: positivism, structuralism and post-structuralism. The most remarkable conclusion from the analysis is that an asymmetric development has been taking place in the processes and contents of planning in the last half a century. While the planning processes show a gradual shift towards post-structuralism, the planning contents have remained a predominantly positivist construct. It seems that while the debate on the significance of relational geography has influenced how planners plan, it has failed to change, in a meaningful way, what planners plan.

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PLANNING, A GENRE APPROACH

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At the beginning of the 21st Century comprehensive planning appears to be a rather obsolete phenomenon. In the Netherlands for instance spatial planning is decentralised to lower governments and sector planning dominates in important spatial issues. Planning practise and the idea of comprehensive planning are drifted apart.

This situation confronts planners with the question: what is the core of the social practice called planning? This article applies Lyotard's Kant interpretation to propose an answer to this question. This interpretation provides the concept of genre as useful notion for a new definition of planning.

According to Lyotard human actions consist of flows of phrases in which power and meaning are exchanged and actor positions are arranged. These flows of phrases however belong to different language games or genres. Each genre has its own goal, assumptions, rules of interaction, fictions, etc. Between genres there are no rules. This is an area of pure reflection in the Kantian sense: judgement without rules. In this area metaphors rule.

Planning as social action is conducted under the regime of genres. Four genres are essential in planning, which are - characterised by verbs - analyse, design, decide and intervene. Subsequently planning can be defined as the coupling of these four genres, without domination of one of these.

The requirement of symmetry between genres distinguishes planning from other types of administrative behaviour.

Symmetry between genres is one of the major social conquests, as is the trias politica. The requirement of symmetry between genres in planning form a new basis for the concept of planning as social learning.

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CITYPLAN EINDHOVEN AND THE DEATH OF THE MODERN CITY

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The architectural historian Bruno Fortier described how at the end of the 19th century the traditional city was regarded as history, because it could no longer provide space for modern urbanization. The answer

was found in an entirely new city designed to replace the traditional one: the modern city, expression of the paradigm of the creation city. The creation city became the dominant paradigm for the practical as well as the theoretical town planning and urban design.

The fate that allotted the traditional city at the end of the 19th century, seems to target the modern city at present. The history of the modern city extends itself in the death of this city - it is merely a cracking machine that needs maintenance but does not seem fit to harbor the future phenomena of society. The modern city becomes a chapter in the history and theory of urban planning.

Against the background of a methodological framework (Kuhn 1962, Toulmin 1972, Crombie 1995, Allmendinger 2002) the death agony of the modern city will be elaborated as a post-paradigmatical period (Kuhn) by discussing a specific locus of debate (Toulmin). In this way, theory and practice coincide. This hinge period from the history of urban planning an design led eventually to a paradigmatical bifurcation of 'modernity' to 'another modernity' (Lash) according to different lines - such as substance and procedure, general and specific, construction and spontaneity, strategy and tactics, planning and architecture.

As specific locus the city of Eindhoven, The Netherlands, is chosen as a typical city of the 20th century, whose development is largely indebted to Philips. Three 'sensational' concepts of the period 1970-1980 are exposed in their trialectical reciprocity: (1) the Cityplan by J.B. Bakema (CIAM, Team X, the concept of genius loci); (2) the exhibition 'The street as form of society' in the Van Abbemuseum, a plea for the return to traditional public space; and (3) an international seminar in which the critic Charles Jencks collided with Bakema and launched the term 'post-modernism' for the first time.

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SPACE AND SOCIAL JUSTICE

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The argument for spatial planning is that it incorporates the public interest into the development of land by suppressing selfish actions and coordinating multiple activities. I examine the effects on social groupings of using the public interest as the criterion by which planning should proceed. As embodied in planning practice, reliance on this principle means the application of the precepts of utilitarianism when evaluating the likely effects of any plan; the

greatest happiness for the greatest number becomes the metric by which policies are justified within this framework. However, even if planning does actually succeed in enlarging the well-being of a majority, it is susceptible to the many attacks on utilitarianism in the philosophical literature. Foremost among these are its aggregative methodology, resulting in blindness to distributive outcomes, and its failure to require democratic procedures. This paper recapitulates the critique of utilitarianism and applies it to planning, discusses the currently dominant direction in planning theory that stresses public participation and deliberation and compares it to the just city approach, then elaborates on the latter.

It is further argued that utopian goals, despite being unrealizable, have important functions in relation to people's consciousness. Right now, in most parts of the world, the dominant ideology involves the superiority of the market as decision maker, growth rather than equity as the mark of achievement, and limits on government. To the extent that justice can be brought in as intrinsic to policy evaluation, the content of policy will change. If justice is considered to refer not only to outcomes but also to inclusion in discussion, then it incorporates the communicative viewpoint as well. At the same time, however, justice requires more than participation but also encompasses, at least minimally, a deontological reference to norms transcending the particular.

The three hallmarks of urban justice—material equality, diversity, and democracy—are not automatically supportive of each other and, in fact, in any particular situation, may well clash or require trade-offs. Moreover, internal to each of these norms are further contradictory elements.

Finally the paper examines the operation of planning in New York, London, and Amsterdam to consider the extent to which the norms of justice are honored, then lists a set of policy criteria that would underlie planning for a just city.

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MARTIN MEYERSON: BUILDING THE MIDDLE RANGE BRIDGE TO EDUCATE PROFESSIONAL PLANNERS

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 The tale of a teacher, a mentor, an advisor, a role model ..and, as he characterized himself, “an imperialist for city planning.”

Preface:

It was a beautiful Fall day on the University of Pennsylvania Campus and fifteen or so of us first year masters degree students crowded into a small seminar room in the old School of Fine Arts

building to start our program with “Planning Theory”. Ours was the first class in which students with social science based undergraduate degrees outnumbered students whose degrees were rooted in the design professions. The planning faculty consisted of an all star team although no one knew it then: Robert Mitchell, Chair (Transportation research); Bill Wheaton, (Housing) with an occasional assist from Catherine Bauer in Berkeley; Walter Izard (economics and regional planning); Ian McHarg (Landscape and early urban design); Chester Rapkin, (Transportation and land research), David Crane (Physical Planning) Lewis Munford, Adjunct, who explained the culture of the City; Research Associates at the Institute for Urban Studies: Herbert J. Gans, John Dyckman, and Bretton Harris working together on Professor Meyerson's Russell Sage Foundation study). Also on board were Tom Reiner, Janet Scheff Reiner and Paul Davidoff.

And a medium sized, self possessed, quiet, rather shy, brilliant teacher walked into the room, sat down at the head of the table, pulled out two dozen or so 5 X 7 index cards and without looking up said “ MY NAME IS MARTIN MEYERSON AND WE ARE HERE TO UNDERSTAND HOW DECISIONS ARE MADE AND HOW YOU WILL MAKE THEM. ..AND WHO ARE YOU? He listened as we laboriously went through our names and previous affiliations and then he said something like (still not looking up) write these words down: POLITICS, PLANNING AND THE PUBLIC INTEREST. When you can understand how these words and concepts relate to each other in a rational way, when you can bring rational decision making, which is “our standard of good planning” into use in the field, you will be professional planners. We were electrified and, for most of us in the class, we never looked back.

Meet Professor Martin Meyerson:

Meyerson, the teacher, the mentor, the advisor, the role model ..and, as he characterized himself, “an imperialist for city planning.” shaped the first generation of masters degree planners who graduated from U.Penn and dispersed among the big city planning departments. His graduates brought with them a belief in expanding the responsibilities of planners in the decision process of the Mayor and the city government. His doctoral candidates were the first Ph.D.s in planning to apply social science research methods including statistics to planning problems. For the doctoral candidates, he advised measuring the extent of citizen and community participation involved in the problem statement. Although the content subject differed, a selection of dissertation titles of his advisees who were among the first few Ph.D. graduates at U.Penn and nationally show the application of this new methodology:

- Herbert J. Gans Recreation Planning for Leisure Behavior: a Goal Oriented Approach.
 Edgar Horwood City Center Goods Movement: An Aspect of Congestion
 William Nash A Survey of Housing Rehabilitation Practices and Their Implications for Urban Renewal

This paper examines the basis of Professor Meyerson's curriculum and pedagogy, its influence in the Academy and more importantly, the influence of his syllabus, teaching and advising on his colleagues and students. It then pursues a discussion of Professor Meyerson's ability to build close, lasting friendships with his former students based upon his integrity and intellectual curiosity.

Let me conclude with an eloquent summary of the overwhelming feelings of his former students toward Professor Meyerson which is found in the Acknowledgments of Dr. Herbert Gans of Columbia University in his 1968 book “People and Plans”.

“Of the people to whom I am indebted the most important is Martin Meyerson. I met him first when I was a graduate student at the University of Chicago, looking for a community in which I could study political participation. Thereafter, he supervised my master's thesis, encouraged me to become a planner, helped me establish myself in that profession and invited me to work with him on his studies of the planning process. Our association resulted from thinking alike about many things, but I sometimes wonder what topics I would have studied and written about in the last seventeen years had I not met him when I was looking for that community.” (after p.xii, *People and Plans*, (1968))

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Meyerson, Margy, Telephone Interview, February 5, 2008.

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"GARDEN CITY GOVERNANCE" – NEW PIECES IN THE MOSAIC DISCOVERED SINCE GERMAN UNIFICATION
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Planning theory and history tend to construct sets of ideas into disparate categories for analysis. These may change over time as a consequence of a range of factors including new information, altered research interests and the invention of new categories, to which new bridges may be constructed. As a consequence, our picture of history and the lessons to be learnt may appear in a new light. A case in point is the German garden city experience examined in this paper.

The major contributions to the history of the German garden city movement came in two waves. The first was shaped by the experience of the pioneers of the movement early in the 20th century. The second wave consisted in research produced since the 1970s in West Germany. Based on archival work and oral history it painted a picture in which the East German evidence was thinly represented because of extremely limited access to the local sources. Since 1989, archives in the former GDR have been opened up. Improved accessibility and the tasks of urban renewal have led to surprising discoveries.

Today, the picture of the German garden city experience has to be corrected partly as a result of new evidence, partly because the perspective of today's research is different to that pursued during the years of the housing crises of the first 80 years of the last century, and partly because of the emergence of new categories such as governance.

The paper focuses on the discoveries made in two neighbouring suburbs in Magdeburg both founded in 1909: One is the working class estate 'Reform' designed by pioneer Bruno Taut, an icon of the cooperative garden city suburb: cheap, plain houses with identical

floor plans well suited as a model for the public housing reform movement of the Weimar Republic.

The other is 'Hopfengarten,' just across the road from 'Reform'. From the 1920s on, it was rated as a dubious exemplar of those conventional middle-class garden suburbs overly concerned with representative, individualistic architecture and with turning the profits of common investment into private gains as quickly as possible. This juxtaposition of the images of the two garden suburbs was perpetrated into the mid-1990s. However, a closer look at 'Hopfengarten' led to a range of surprises in terms of the actual planning process, the governance patterns and the physical result. This indicates that the 'Hopfengarten' experiment was an interesting attempt at bridging social divides and that it is time to bridge the black-and-white divides in conventional historiography in this respect.

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URBAN COMPLEXITY AND ITS DESIGN APPROACHES; A HISTORICAL AND THEORETICAL OVERVIEW – AND EXPECTATIONS

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Urban planning and complexity have repeatedly been linked by both writers and designers throughout history. Early statements of Vitruvius gave already an indication about the interdisciplinary and interrelated characteristics of the urban profession. Despite these long traditions, recently, complexity has often been introduced as a completely new phenomenon within the domain. As a result of the strong growth of urban areas, current information possibilities and global appointments, of course a strong rise has evolved in the content intensity of the urban transformation process and the set criteria. I will argue, however, that the linking process between different urban features in planning is an old principle in both theory and practice and that recent developments involve not a sudden rupture with the past but rather an expansion and articulation of its complex features.

This paper examines the main approaches in urban planning throughout history handling urban complexity and it focuses on the introduced design techniques. Complexity refers in this sense to the presence of relevant urban design and research aspects during the planning process in terms of quantity, diversity, significance and potential. Besides a brief historical overview, contemporary perspectives are taken from different sections in the urban planning field and concern plan strategies, design approaches and management policies. Firstly, I will point out the several approaches in their own theoretical frames. Afterwards I will draw interdisciplinary conclusions about the constant and changing factors in urban planning schemes handling complexity. The resulting overview should be relevant for both theorists and practitioners.

Urban design techniques, like zoning, integration and structuring montage models, turn out to be fairly constant during the many approaches of the past and are apparently capable to facilitate opposite and changing visions, fashions and contexts. Symmetrical principles during the Renaissance and contemporary gaming strategies based on defined parameters can both be reduced to zoning

and integration techniques, while the classic Greek urban grid pattern and recent notions as 'constructed grounds' (Waldheim, 2006) have a foundation in integrative structuring principles. Instead of design techniques, rather leading visions appear to be mainly responsible for changes in the urban scene, based on new technical, social, economical and political developments in society. With the emergence of the information realm I would therefore not expect a modification of the relatively constant urban design techniques, but a strong development in the strategically visionary framework.

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EVIDENCE-BASED PRACTICE: EPISTEMOLOGICAL CHALLENGES

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Central Theme

Much professional practice relies on the experience and general knowledge of planners gained from formal education, conversations with peers, conferences, professional reading, and even field visits to other communities. In the past few decades, however, the body of research in planning and urban studies has been increasing—generated by universities, think tanks, planning departments, and firms. The picture has been similar for many professions—such as medicine where there has been a great deal of scientific research. An approach called evidence-based practice has emerged to bridge the gap between scientific study and the work of professionals both practically and theoretically. The approach has received attention in a variety of health fields as well as business, social work, and psychology among others. However, the move has not been uniformly welcomed.

Several writings identify a tension between research and practice, particularly in applied-based fields such as urban planning. Part of this tension is related to the fact that practitioners require relatively straightforward prescriptions about a proposed course of action, while planning researchers take an approach of building knowledge in the field. As Innes de Neufville (1983, 42) pointed out over two decades ago, researchers are often more focused on defining problems than solving them.

Approach and Data Sources

This paper reviews the emergence of evidence-based practice in planning, examining its conceptual basis and the relevance of research to practice. The paper examines several key concerns:

- Epistemological issues—where does planning knowledge come from and will more systematic analysis of science be useful?
- Strength and transferability of planning and urban studies research—in what areas is it like medicine?
- The resource base for doing this work—evidence-based practice requires significant time and skill to systematically review literature. Such funding is likely to be available in only a few areas.

Relevance for Planning

The paper argues that much of planning is a reflective craft where skills of mediation, negotiation, listening, and framing are prominent. In several specializations within the urban planning profession, there

is now both enough research to provide a strong base of evidence and a need for such information.

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"HISTORIA MAGISTRA" OF PLANNING... OR NOT?

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CENTRAL THEME:

History as Memory and Theory as Project.

Different cultures –both in time and space- have given diverse weight to connections between history and theoretical thought. This is true in various fields of knowledge and, among them, particularly in planning.

At first sight we might define History as the discipline of Memory, as well as Theory as the one of Project. In fact we usually think to History as a way to study and understand our past, as well as we always look for framing our new projects in the context of strong theoretical structures, able to give us a response and a justification to our, otherwise arbitrary, choices.

But what we often forget to focus on is the fact that History can also help us in studying and understanding our present. In fact, the interesting thing with analyzing our past is that it can make it possible to find some general rules of development that can drive our present choices to design our future.

So History can become the more important to our present as far as our society is willing to remembering its past. And Remembering can consist either in “physically” maintaining the traces of our past or in keeping just its memory through symbols (as a monument, for instance).

What has just been written can apply to various disciplines and, among them, can affect particularly the choices of Planning, depending on the results our discipline is, from time to time, willing to obtain.

We must also note that, while “western city” has almost totally ended its growing process, it has, on the other side, begun a transformation process that affects particularly the existing urban fabric. In this context history is the most useful tool to understand the structure and the growing rules of the existing city in order to plan its improvement.

APPROACH:

From this starting point it can be interesting to study the evolution of planning theories focused on the possible ways to improve the existing city. A strong help in this research may be found in the lexical analysis of the various ways of defining different theoretical approaches to the existing city in different times.

We can thus try to build a lexical evolution that can help us finding the right paths for driving ahead our present planning theories.

It was not by chance that we used the term paths and theories instead of their singular form: in fact, it seems important, at this point, to stress how essential a plural approach is in the present world.

RELEVANCE:

The real point to remark is the meaning of the word "History" itself. It was not by chance, in fact, that in the preceding lines the word "History" has not been used always, being often replaced by the word "Evolution". We have, in fact, to define what we exactly mean with the word "History". Is it a mere reconstruction of facts? Or is it, instead, an effort to understand why things happened in the past in a certain way? Is it a "chronicle" or an "interpretation"?

As we can see, also on this side we come again to another strong point of connection between History and Planning Theory.

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THE DECONSTRUCTION OF A BLACK NEIGHBORHOOD

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During the last half of the 20th century, the city of Houston became synonymous with oil production and space exploration. While city leaders often brag about these accomplishments, Houston also has the dubious distinction of being associated with uncontrolled growth and inefficient land uses. Even though Ebenezer Howard's Garden City concept contains elements of decentralization, Houston's geographic layout takes the Garden City to the extreme (Fishman, 1989, p 22). However, in that regard, Houston is not unique. Like Houston, many other cities throughout the country witnessed the deconstruction of its urban core through the decentralization and dispersal of population, housing, and employment throughout the region, particularly into the suburbs. Furthermore, the communities adjacent to Houston's urban core are most often predominately minority; again, a situation similar to other major cities across the country. However, unlike other major cities, Houston's city leaders minimized the potential effectiveness of the professional planner in favor of the professional real estate developer. Here is perhaps the greatest conflict in the city's history: who plans the city's future?

This essay seeks to answer the question, "Have we made progress in the preservation of black neighborhoods?" The methodology used in answering that question focuses on 1) a discussion of Houston's history and development of black communities, 2) the identification of a specific black community (the Fifth Ward) and the examination and analysis of census data related its population and housing between 1950 and 2000, and 3) an analysis of the perceived planning

theories that have guided Houston's growth during the period 1950 – 2000.

There is no connection between this essay and my proposed dissertation topic.

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PLANNING HISTORY AS ARGUMENTATION: EXAMINING THE EPISTEMOLOGICAL FRAMEWORKS OF HISTORICAL INQUIRY

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"the writing of histories is not simply a matter of holding a mirror up to the past and reporting what is reflected back. It is always a representation, a textual reconstruction of the past, rather than a direct reflection of it" (Leonie Sandercock, 1998).

In this paper, I assert that a "textual reconstruction" of planning history should be understood not only as a product of objective accuracy, but as a crafted argument grounded in an identifiable epistemology and intended (overtly or covertly) to modify future practice and scholarship. More specifically, I assert that historians tend to invoke certain histories to justify certain arguments. This paper separates the body of planning history into three types: a history of the planning profession; an emancipatory chronicle of ignored or oppressed actors in urban history; and a broader historical overview that searches for patterns or global laws. Each of these types of textual reconstructions may be understood through a specific epistemological framework. The first type, the history of the planning profession, tends to be supported by a pragmatic epistemology that results in a set of positive or negative normative professional guideposts – way-finding dicta that reject or recycle historic theories according to the success of their real-world application. An emancipatory history uses critical theory to re-collect the unrecognized or suppressed actions of low-resource groups in order to help imagine a profession that moves towards justice and equity. A broader historical narrative seeks patterns that serve as verifiable positive theories tested across the temporal expanse of human urban form. By understanding the epistemological grounding and the argumentative purpose of these different types of historical inquiries, planning historians and planners may have a more integrated way of utilizing historical analysis as a planning tool.

Relation to Dissertation: This paper is directly supportive of my dissertation proposal. I am studying historical examples of communal water use in the public sphere (such as communal laundries, common spigots or wells, public baths, and shared irrigation systems) to illuminate an under-recognized history of water sharing as an alternative to resource privatization. These working spaces may appear, however, to have little if any obvious relevance to contemporary problems facing our cities – they are seen as too old, too different, or impossible to integrate into modern planning. This paper is an essential foundation of my work. It creates an

epistemological framework that will allow me to argue for the inclusion of these spaces in planning history.

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CITIES OF BECOMING: CITY-MAKING AS CONTESTED TRAJECTORIES OF DIFFERENCE

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In contrast to this Congress' theme of 'Bridging the Divide', which is concerned with the role of cities and planning in mediating conflict, this paper seeks to consider the way that contested difference can positively add to the process of making liveable cities. This paper argues that much city planning is predicated on the application of often near-universal planning solutions, such as the compact cities prescription, urban containment, transport oriented design, or smart growth. Each is a solution, which in itself, tends to define and pre-shape the very urban issues and problems that each remedy seeks to address. The paper suggests that such pre-shaping of planning issues precludes what may be far more pressing issues from consideration and often results in opting for a particular version of both problem and solution that is already constrained by an over-determined structure that planners have themselves imposed.

The paper seeks to challenge these common prescriptions of planning orthodoxy and to establish alternative means to address the specific particularity of urban problematics. We argue that if planning practitioners fall into the trap of allowing the solution to define the problem, in the resulting 'battle' between relations of forces,

destruction, rather than creativity, occurs. The paper will draw on the post-structuralist turn in planning theory to construct its arguments, particularly the works of Deleuze and Badiou (as well as the early 20th century work of Whitehead), with a focus on the concepts of 'problem', 'solution' and 'event'.

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A 21ST CENTURY DIALOG WITH DANIEL BURNHAM: URBAN COMPLEXITY, ORDER AND PLAN MAKING

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Question: How should we conceive the practice of urban plan making in the 21st Century global world?

Argument: Daniel Burnham still offers some relevant advice. I argue in my paper that Burnham's contribution to the Chicago plan had less to do with forming a blueprint for the physical form of a rapidly growing region, and more to do with offering a convincing case for comprehending urban parts in relation to an interactive urban whole. After giving some modest historical evidence for the claim, I construct an exchange with the ideas of Emily Talen (2005) on urbanism & US planning culture and Patsy Healey (2007) on relational planning for urban regions in Europe and the UK. The Burnham I construct will test the boundaries of Talen's cultural categories and appeal to Healey for some practical advice about hauling global freight. Combining conceptual critique and plan analysis I interpret 20th century plans for Chicago as evidence of continuity in the urban planning quest for order in the midst of complexity. The cultural divides may be neither as deep as Talen believes nor governance gaps as great as Healey claims. We need not stand on Burnham's broad shoulders to see the city that works, but take his lead by joining together as collegial bands of intelligent collaborators to make practical, provisional plans for the elusive Chicago region near Lake Michigan and across the Globe.

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THE PRODUCTION CITY: DAQING AS A INDUSTRIAL MODEL UNDER MAO AND BEYOND

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The development of Chinese cities in the 1960s and the 1970s, other than as merely socialist production machines, remains a question in

the nation's history. This was a period when urban planning as a profession was under attack and even dissolved as useless. Daqing Oil Field was a rare bright spot in China's depressed economy, as well as a part of its urban scene during those years. It emerged dramatically as the national model, industrial as well as urban, promoted by Mao himself, and then by his successors. Its urban-rural-integrated pattern was regarded as representing the ideal of communist society as described by Marx – eliminating the three great gaps between the town and countryside, between the workers and the peasants, and between mental and manual labor. The "Gan da lei" spirit, manifested in a local style of earthen-pounded-wall houses, led a national wave for building economic worker's housing instead of Soviet-imported prototypes. Hundreds of "socialist new men" or "women", the model workers in Daqing, were brought to the public in an unprecedented glorious way. The so-called "Petroleum Group", led by Vice Premier Yu Qiuli, became key actors in state-level policy making, especially in the economic planning department. The debate on the relationship between socialist production and livelihood – "Production First, Livelihood Second", "Production for the Production" or "Production is for the better livelihood of socialist man", induced by the Daqing model, strongly determined the ideology of China's socialist urban construction.

The paper is drawn from my undergoing doctoral dissertation research. It is conducted as a historical study, aiming at bringing together different perspectives about building China's model socialist city and investigating its transformation through a multi-disciplinary approach. It explores the degree of exceptionality of socialist industrialization and urbanization during the early People's Republic. Interviews and archival research form the primary bases for this account.

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BRIDGING STRUCTURE AND AGENCY: THE ROLE OF SOCIAL COGNITION IN INSTITUTIONAL CHANGE

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I propose a paper presentation which argues for the inclusion of cognition into planning theory as a way to bridge the longstanding structure versus agency dilemma. Theories of cognition are providing new avenues in the fields of economics, sociology, and political science but have not yet been entertained as much in the planning field. One reason may be that cognitive neuroscience tends to stay in an individual agent paradigm. But, this need not be the case and in fact, theories of social cognition provide a helpful framework of how social structures shape the construction of agent cognition as well as how agents are not completely trapped within structures but can retain creativity to experiment with new concepts and behaviors.

I use the uneven outcomes of transition economies in Eastern Europe and Asia to discuss these ideas. Specifically, I examine how private land developers and housing markets emerged quickly in both Warsaw and Ho Chi Minh City and also why they did not in Hanoi. What is interesting with this combination of cases is that both Poland and Vietnam grew housing markets and firms rapidly although the former was seen as a poster child of appropriate reforms while the latter most backwards. I argue that actually there is a lot in common in how transition conspired in these two very different places – the role of social cognition in shaping new economic and social behaviors and building institutions. Furthermore, although Ho Chi Minh City and Hanoi had the same formal laws and policy reforms and similar economic conditions, the former grew explosively while the latter did not. Again, concepts of social cognition illuminate why sheer state power and cleverly incentivized policy designs are not enough to impel social change. The work includes years of ethnographic research and case study development of new firms as well as hedonic price models of market data.

This paper is based on the major findings of my book that will be published by Oxford University Press in July 2008 entitled Learning to be Capitalists: entrepreneurs in Vietnam's Transition Economy.

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THE CITY IS "INFORMAL:" THE CONTESTED CONDITIONS OF EVERYDAY LIFE IN BELFAST, CHICAGO AND KOLKATA

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We suggest that a convincing explanatory framework for urban study benefits from a comparative, international methodology in order to discover the most about the structural and relational features of any one city. Using a comparative study of three cities—Chicago, Belfast and Kolkata, we seek to demonstrate the varying conditions of cities that make them as much informal as formal—empirically and structurally formed by the former as well as the latter.

As such we suggest that the politics of the urban is contested on at least two levels: First, as embodied in the uneven relationships of legitimacy and marginality produced in the way the city as formal defines, regulates and excludes the city as informal. Second, as embodied in the relations of everyday life that make squatter settlements and ghettos fully-vested sites of the urban—where identity, resistance, and urban (re)formation constitute an urban politics or "right to the city" based on the reality of urban informality.

These concepts and arguments are illustrated in three case studies – Chicago, Belfast and Kolkata, which illustrate the city as the placed-based site of a contested politics of urban change rooted in the informal. The case studies were selected as part of an ongoing international collaboration that studies the theory and politics of contested cities. In our conclusion we investigate the scope for agonistic processes embracing both the formal and informal in the production of an inclusive politics of the 'right to the city'

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HOW WELL DOES POLITICS, PLANNING AND PUBLIC INTEREST STAND THE TESTS OF TIME

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Martin Meyerson's Politics, Planning, and the Public Interest (PP&PI) was one of the seminal contributions to planning theory and planning implementation of the 1950s and 1960s. But, looking backward, it was very much a book of its time--preceding the modern eras of interest group liberalism, critical theory, and collaborative planning. If Meyerson were writing PP&PI today, how would he change it, if at all? This paper will explore the contributions of PP&PI (and Meyerson's writings more broadly) to the evolution of contemporary planning theory and practice.

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CLARENCE STEIN – THE COMMUNITY ARCHITECT AS TRANSITIONAL FIGURE

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Clarence Stein significantly influenced the way design professionals approached large-scale projects and city planning during the early through middle twentieth century. Stein was among the first architects to integrate new design solutions and support facilities in large-scale projects targeting lower income persons. Further, he used new techniques, such as cost surveys and social surveys, accommodated new technologies, and integrated new resources, such as support from the federal government for housing and town development. While a variety of writings, including his landmark book, *Toward New Towns for America*, have explored his most renowned designs and partnerships, this paper will examine his intellectual legacy and connections with lesser known yet noteworthy associates while establishing him as a significant transitional figure during a critical period of urban growth and development in the United States. In doing so, it will also analyze his contributions as emblematic of critical junctures in housing, town building, urban redevelopment, and regional planning and explore an emerging governmental role that influenced these fields.

He called himself a "community architect", meaning that he adopted a more holistic viewpoint that addressed community needs by integrating services and facilities to serve those needs. A balance and linkages between the built and natural environments informed his designs from individual buildings to garden apartments to the proposed garden city at Radburn and fueled his advocacy of policies and programs supportive of housing, town building, urban redevelopment, and regional planning. Thus, Stein was more than simply an influential architect.

Using primary and secondary sources, including architectural drawings, unpublished papers, government documents, fieldwork,

and contemporary publications, this study applies a qualitative approach, specifically one focused on an interpretive-historical methodology (see Groat and Wang, 2002). Through an examination of these sources, a greater understanding of Stein's sensitivity to planning, housing, and regionalism as well as residential site planning and integration of community building concepts will be established. Stein applied his late Victorian architectural education and progressive reform sensibilities at a time of rapidly changing technologies, increased professionalization, specialization, and government intervention in shaping the built environment. This paper will examine unexplored facets of his contributions to create a better understanding of the community architect and his place within the broader context of the new profession of planning and the government's emerging role in development.

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[670]
THE PRODUCTION OF CASTLEFIELD MANCHESTER: LEFEBVRIAN INSIGHTS

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This paper contends principally that the practice of city and urban regeneration should have regard to the potentially powerful theoretical insights provided by Henri Lefebvre's spatial triad. Whilst the ideas of several French philosopher/sociologists have found their way into planning academic literatures, Lefebvre has attracted less attention in planning circles especially in the UK, despite a flurry of interest in the mid 1990s after the publication of Lefebvre's *The Production of Space* in English in 1991. Lefebvre's claim that space is produced through the dialectical interaction of three spatial moments appears in his words 'strange at first' but is in essence an intuitive but potent way to conceptualise cities and city change through redevelopment and urban regeneration. Much of the research in the field tends to counter-pose two elements of the triad: rational repressive representations of space (conceived space) and, heroic quotidian spaces of representation (perceived everyday space). However, the published research tends not to engage significantly with the third element: spatial practice, i.e. the built environment and its remaking over time. This research takes a different tack focusing on the consequences for spatial practice of contestations between official public sector representations of space. The research is located geographically and empirically on the edge of the city centre in the Castlefield area of Manchester, England which is now one of the city's premier heritage cultural quarters. Manchester is widely regarded as the world's first modern industrial city. But the city especially Castlefield suffered terribly from post world war two economic decline which instigated the neglect and decay of the built environment. Castlefield is important because it was the site of Roman Manchester, and the place where the city was re-imagined in the era of the Georgian canal and water powered first industrial revolution and the Victorian coal/steam and railway based second industrial revolution. Coincidentally Castlefield is also the space, the

paper argues, where Manchester was first re-imagined as a post industrial city. Through the application of Lefebvre's theoretical insights the research deconstructs the transformation, through spatial practice, of the historic Grade I listed Liverpool Road Station buildings and site in Castlefield. Built in 1830 it is probably the oldest railway station in the world. The qualitative empirical mainly archival research reveals for the first time how various public sector agencies and amenity societies laid claim to determining the future of the station, contesting and alternatively valourising and devalourising its historic and heritage importance. The surprising outcome was the creation of significant new public space and a cultural visitor attraction of national importance. The paper concludes with theoretical and practical suggestions for those concerned with city renewal and urban regeneration.

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STRATEGIC CURATION

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Theorists have established a development story of planning ideas and practices from the post-war blueprint planning to the rational-comprehensive model, followed by the 1960s crisis that led to incrementalism, advocacy planning and the advent of communicative planning (Taylor 1998; Sandercock 2000). Using recent empirical work in Finland as its starting point, the paper wishes to redraw this story to a cyclical "planning clock", organised by two axis: 1) emphasis on final physical form vs. negotiation process; and 2) scope ranging from comprehensive to incremental. This fairly simple re-mapping shows that only few planning approaches are

simultaneously comprehensive (regionally, city-wide, or across sectors) and process-oriented. The theoretical aim is to question the idea of linear development of planning from one style to the next. This is necessary to assess and value the hybrid practices we observe in real situations. The practical aim is to develop the notion of "strategic curation", using both Finnish and other European examples. Especially recent Dutch experiments in planning thought (Bunschoten et. al. 2001) and practices in the form of public-led strategic, participatory development planning (eg. Massey 2007) are of interest. In Finland, the specific challenge is how to resolve the problematic juncture between on the one hand the hierarchical planning system and municipal planning monopoly and on the other the increasing activity of private developers and the growing project size that often calls for inter-municipal action. This rather complex judicial, economic, spatial and cultural question is valorised by deeper studies of two mid-sized peripheral city regions, Jyväskylä and Oulu. The lessons of these local cases may help to address the challenge of inter-regional competition through mobilising local resources also in other contexts.

The empirical work was done in DECOMB project 2005–2007 in co-operation between the Finnish schools of architecture and planning www.decomb.net. The author wishes to thank Tekes (Finnish Funding Agency for Technology and Innovation) and other financiers of the project.

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MORAL AUTONOMY AND JUSTICE IN PLANNING

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Moral autonomy is a concept drawn from moral philosophy that may contribute to a better understanding of the role of ethical considerations in land use planning decision making. The paper examines whether ethics, norms, values and emotions play a role in land use planning decision making. A small cohort of Planning Law Decision Makers (PLDM) from the State of Victoria, Australia, were interviewed as part of the author's PhD research and several questions in the interview addressed the role of ethical considerations in their decision making. Drawing on aspects of moral philosophy, planning and urban studies literature and theory, and the findings from the qualitative interviews conducted for the study, it is argued that PLDM could be seen neither as having absolute moral autonomy nor as facing absolute moral heteronomy. Perhaps the 'real' for PLDM points more towards relative moral autonomy. The discussion draws on the rich text gathered from the interviews and is a fresh approach to planning law decision making. It is anticipated that the research may contribute to the body of knowledge on the unity between law, planning, governance, institutions and justice in planning.

Note: this paper will form a chapter in my doctoral dissertation
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MARTIN MEYERSON: BIOGRAPHY OF A PLANNER

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Martin Meyerson (1922-2007), the first city planner to serve as a president of a major research university, practiced planning for seventeen years. This paper will focus on Meyerson's early professional career. It will describe and analyze Meyerson's intellectual development from his formative years as a practitioner to the time prior to his moving into higher education administration. It will look at his work on the staff of the Philadelphia Planning Commission, Chicago's Michael Reese Hospital and the Chicago Housing Authority, experiences that informed his first book, "Politics, Planning and the Public Interest, The Case of Public Housing in Chicago" (1955). It will track his progress as an educator from his first appointment at the University of Chicago in the short-lived planning program overseen by New Deal administrator Rexford Tugwell to his move to the University of Pennsylvania, where he blended theory and practice through teaching key master of city planning classes and working with ACTION (the American Council to Improve Neighborhoods), and later to Harvard University where he was the first Frank Backus Williams Professor and co-Founder of the Harvard-MIT Joint Center for Urban Studies. Finally, it will review his key scholarly writings and civic activities. The intent is to paint a clear portrait of an important city planner and his times.

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CITIES, PLANNING AND THE EVOLUTIONARY PARADIGM

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A city is, on the one hand, a product of design and planning; and yet can also be interpreted as something that is somehow organic, as if it has a life of its own, not completely under our control. This duality or 'divide' can lead to conceptual confusion at the heart of planning theory, and inconsistent application when it comes to trying to plan or design cities.

This paper investigates planning theory and the application of biological concepts to urbanism, in order to provide a clearer basis for understanding and planning cities.

The paper first reviews organic interpretations of cities and urban change over time – including those of Geddes (1915), Jacobs (1961), Lynch (1981) and Alexander (2002). The strengths and weaknesses of the organic metaphor are evaluated. A conclusion here is that the problem is not the organic metaphor as such, but the specific conceptualisation of the city as an organism. A city does not grow like an organism; with a foreseeable final form, optimal shape and size, and subordinate parts supporting the purposes of the whole. Rather, a city is more like a complex collective entity, like an ecosystem, that has competing as well as co-operating components, and that evolves over time in an incremental, adaptive way, where small changes in the short term lead to dramatic transformations in the long term. Unlike the form of a mature organism, the long term outcome of evolution is fundamentally unforeseeable. This has profound consequences for how we might attempt to plan cities.

The paper explores the application of evolutionary concepts to human systems, going beyond Geddes to take in recent treatments (Steadman, 1979/2008; Ziman, 2000; Vermeij, 2004). It suggests evolutionary interpretations of cities over time – including the co-evolution of physical components, social and economic systems, institutions – and city planning itself.

In effect, we can identify an evolutionary paradigm, that is separate from both the city-as-designed-object and city-as-organism paradigms. This evolutionary paradigm, it is argued, offers a better model than the other two paradigms, in providing a 'bridge' between how we can understand the organic nature of cities and the means to intervene through planning and design. The paper considers lessons from evolution, and concludes with suggested implications for city planning.

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PLANNING ANALYSIS AND POLITICAL STEERING WITH NEW PUBLIC MANAGEMENT

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Interviews with members of the Norwegian national assembly's Standing Committee for Transport and Communications were conducted in 1995, 1997, 2001, and 2004. The politicians were asked about the usefulness of analytic input that planners contribute to national plans, first the Norwegian Road and Road Traffic Plan and later the National Transport Plan. Questions related to steering, coordination, delegation, and the inclusiveness of the planning process were also posed. Changes in the politicians' attitudes to types of analytic planning input are outlined. Furthermore, the last round of interviews sheds light on the apparent paradox that parliamentarians accept delegation of highway investment decisions despite their profound scepticism to the cost-benefit analyses and impact calculations that are essential to management by objectives and results, which was to give them continued political control despite delegation. Another conundrum is the parliamentarians' willingness to renounce the right to decide over most highway projects, even if these were seen as politically important, in order to obtain a strategic overview which they have been unable to use for changing the priorities set by the Government. The political concentration on strategic steering, the concomitant delegation, and management by objectives and results are central components of New Public Management.

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CHRONOTOPE AND RHYTHMANALYSIS

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This paper analyse two different approaches for analyzing urban temporalities: chronotope and rhythmanalysis.

Italian researchers of the Politecnico di Milano first introduced the chronotope at the end of the 1980s. The concept underlines the various relations between spatial and human temporalities. The analysis is based on several layers, including historic and day-to-day ones. Concerning everyday life, it studies the various utilizations of places depending on hours and maps provide a way to emphasize dynamics.

The chronotope is introduced as a novel approach of the city in several European countries and may directly become one of the foundations of urban action: urban planning does not solely concern space and territory, but also time.

During approximately the same time, the French sociologist Henri Lefebvre also developed a method aiming at understanding the city's temporal aspect. This method, taken back to the philosopher Gaston Bachelard, is called rhythmanalysis.

Rhythm is perceived as a fundamental organizational element of everyday life and the notion exists as well in time as in space. The rhythmanalysis is conceived as a approach based on the principle of oppositions, both observed and felt: repetition and difference, continuous and discontinuous, qualitative and quantitative, ordinary and extraordinary, etc.

In Italy, the chronotope is an essential notion in the development of temporal urban policies while Henri Lefebvre's concept did not find high approval – and is not used by the Italian researchers. However, rhythmanalysis and chronotope both combine the notions of time with space. What joins them and what dissociates them? How might one combine their different methods? And how can both theories be used in the emergent idea, in various European countries, of a “time-space-planning”?

The methodology is based on a profound literature research in the themes of chronotope, rhythmanalysis, time and urban planning.

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WHAT DRIVES CULTURAL FESTIVALS? – THE COLONIZATION OF THE LIFEWORLD BY THE SYSTEM WITHIN CULTURAL FESTIVALS

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In this paper, we look at the tension that exists between the lifeworld and the system through the lens of two cultural festivals: the Gwangju Biennale in Gwangju and the West End Festival in Glasgow. The importance of cultural festivals in both academia and practice has dramatically increased in recent years. However the main focus of such research on the place-marketing aspect of festival

production is a matter for concern. Based on Habermas's theory of 'the colonization of the lifeworld by the system,' we argue that within most contemporary cultural festivals, the lifeworld's communicative rationality is replaced or colonized by the system's instrumental rationality. We argue that such a trend also becomes problematic for the system. This is because without the lifeworld's reproduction of value, meanings, and loyalty, the system loses its grounds for legitimacy.

The fieldwork for this study, including participatory observation and in-depth interviews for both cases, was designed to investigate the ways that government and capital interfere with and colonize the lifeworld within cultural festivals. It also aims to illuminate the ways in which cultural festivals help rehabilitate the meaning of people's everyday lives.

We found that dynamic interactions exist between the system's rationale for festivals as an instrument of the local economy, and the lifeworld's view of festivals as an assertion of identity. More specifically, we found that the Gwangju Biennale has become a setting where the system and the lifeworld dynamically interact. The cultural event has been mobilized by the city government for the purposes of developing the economy and changing the city's image. In addition, civil society has attempted to rehabilitate the lifeworld by participating in the biennale and also by developing an 'anti-biennale' to reflect Gwangju's spirit and identity. In the Glasgow West End Festival, the major focus has been on a place-marketing and tourist-oriented event. The civil-society discourse that focuses on community participation has been rather marginalized, especially because of a strong emphasis on professionalism.

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JAQUELINE TYRWHITT, NEW MEDIA AND MID CENTURY DISCOURSE ON MEDIATING URBAN NETWORKS

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This paper examines the key role played by Jaqueline Tyrwhitt in moderating mid-century discourse on the mediating networks of urbanism in a global context (urban constellations/megalopolis/ecumenopolis). This discourse was published in the journal *Ekistics*, which she edited, and debated in the Delos symposia, hosted by Greek planner C. A. Doxiadis, in which she play an important organizational and editorial role. This discourse—an attempt to understand patterns of global urbanization, and how innovative approaches to urban planning and governance could help to bridge social divisions and resolve conflict,

reduce inequality and social injustice on an increasingly urban planet— drew on systems theory and cybernetics as conceived by influential thinkers including Buckminster Fuller, Marshall McLuhan, Jean Gottmann, Margaret Mead, Barbara Ward, Rene Dubos, Kenneth Boulding, C.H. Waddington, Theodosius Dobzhansky, Reginald Lourie, Jonas Salk, Arnold Toynbee, and Leonard Duhl. It spanned disciplines ranging from biology, engineering, political science, psychology, medicine and the humanities, to architecture and planning. Architecture and planning were represented by leaders such as Charles Abrams, Edmund Bacon, Lord Llewellyn-Davies, Charles Haar, Martin Meyerson, Hasan Ozbekhan, Kenzo Tange, and Melvin Webber.

Mark Wigley (2001, p.95) has traced the genealogy of contemporary discourse on networks and the “biology of information” as an organizing principle for architecture and urbanism to these mid-century origins, and has noted Tyrwhitt’s key role “in the escalation of this network thinking.” [1] This paper extends his analysis by focusing on Tyrwhitt’s role in the cross fertilization and dissemination of ideas that were emerging in the fields of information science, communications, computer technology and biology that were coalescing into “the new media” and giving birth to the internet. As she incorporated those ideas into the global discourse on planning for human settlements, she built on the foundation of transnational intellectual networks established by figures such as Paul Otlet, Patrick Geddes and Otto Neurath in the early twentieth century, as well as on the intellectual model of Sigfried Giedion’s *Space Time and Architecture*, the fifth, expanded edition of which Tyrwhitt was editing and translating in the 1960s. This discourse also paved the way for the UN’s Habitat conferences. Tyrwhitt was well placed to monitor the revolutionary developments in computer science and technology as a professor of urban planning and design at Harvard (1956-69), through her collaboration with Doxiadis, a pioneer in the use of computers in urban planning practice, and through her former student, protégé and co-editor of *Ekistics*, Gwen Bell. Her husband, Gordon Bell, “has been described as ‘the Frank Lloyd Wright of computers’; who, at the Digital Equipment Corporation, was among the first engineers to fashion computers into a network; who led the National Science Foundation effort to link the world’s supercomputers—the Internet.” [2]

This paper builds on my previous work [3], and forms part of a larger project, an intellectual biography of Tyrwhitt, based on archival research, interviews, and funded in part by a fellowship from the Beverly Willis Architecture Foundation.

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[679]

COMPARING PLANS FOR CHICAGO: THE 1909 BURNHAM PLAN AND 2000 METROPOLIS 2020 PLAN

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Question: What could we learn by comparing the Chicago Plan of 1909 and Chicago Metropolitan 2020 of 2000?

The Civic Club of Chicago sponsored the Burnham 1909 and the Metropolis 2020 (issued in 2000) comprehensive plans. The century of practice and experience between the two plans offers an opportunity to examine how a regional plan controls for continuity of sponsorship and place. The paper will ask how each plan described

and devised remedies for four kinds of urban complexity: interdependence, indivisibility, irreversibility and uncertainty (2001).

Does the current 2020 plan continue in the footsteps of the Burnham or take a very different approach? What do the differences tell us about continuity and change within the tradition and practice of professional plan making? I will argue that the 1909 plan assumes a compositional frame of precedent with an attendant strategy of trusteeship. On the other hand, Metropolis 2020 takes a pragmatic approach conceiving the Chicago metropolitan region in terms of problem sets each susceptible to coordinated solution using public private partnerships.

Both plans propose a unified encompassing order for the region that the authors expect people to acknowledge and adopt. I describe how differences in professional plan making craft both improved and impaired the representation of changing urban relationships and future replacements in each plan. I offer a vocabulary to compare plans that combines attention to issues of plan composition and intention. In particular, we will emphasize how the plan’s intention ultimately fails or succeeds because of the planner’s ability to organize the work of the plan, and effectively communicate its goals, among the communities with the greatest self-interest in its implementation

I conclude that we can learn a lot of useful knowledge about professional plan making over time even as we critique the intentions that plans serve.

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[680]

WAVES OF COMPLEXITY. THEORY, MODELS, AND PRACTICE

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This paper explores the importance of phase-transitions and bifurcations in order to understand complexity issues in Planning. It starts by briefly addressing the evolution of complexity and the complex systems approach, by exploring the two most important paradigms that came out of the evolution of complexity studies (Cellular Automata and Genetic Algorithms). This paper will try to answer some of today's questions of what complexity is and what are complexity main elements (reasoning that the best graphical representation is of ‘waves’). Once this is done it is possible to explain what are bifurcations and phase-transitions that their importance in complex studies. The second part of this paper addresses how to represent these waves of complexity, what are the best data models, as a theoretical concept to its implementation into reality.

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[681]

THE POLITICS OF TECHNOLOGY ADOPTION: WATER METERING IN PROGRESSIVE ERA CHICAGO

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This paper examines the interactions between knowledge and power in the adoption of technologies central to municipal water supply plans, specifically investigating decisions in Progressive Era Chicago regarding water meters. The invention and introduction into use of the reliable water meter early in the Progressive Era allowed planners and engineers to gauge water use, and enabled communities willing to invest in the new infrastructure to allocate costs for provision of supply to consumers relative to use. In an era where efficiency was so prized and the role of technocratic expertise was increasing, Chicago's continued failure to adopt metering (despite levels of per capita consumption nearly twice that of comparable cities and acknowledged levels of waste nearing half of system production) may indicate that the underlying characteristics of the city's political system and its elite stymied the implementation of metering technologies as in Smith's (1977) comparative study of nineteenth century armories. Perhaps, as with Flyvberg's (1998) study of the city of Aalborg, the powerful know what they want and data will not interfere with their conclusions: if the data point to a solution other than what is desired, then it must be that the data are wrong. Alternatively, perhaps the technocrats failed adequately to communicate their findings in a language which the political elite could understand, with the failure lying in assumptions of scientific or technical literacy rather than with dissatisfaction in outcomes (Benveniste 1972). When examined through a historical institutionalist perspective, the case study of metering adoption lends itself to exploration of larger issues of knowledge and power in the planning process: what governs decisions regarding knowledge acquisition, how knowledge and power interact, whether the potential to improve knowledge leads to changes in action, and, whether the decision to overlook available knowledge has an impact on future decisions.

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This paper will be incorporated into my dissertation.

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[682]

SPATIAL JUSTICE: TOWARDS CRITICAL SPATIAL POSSIBILITIES

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In this paper, I put forth three propositions in an attempt to theorize what spatial justice can be. Based on the emerging literature on spatial justice, as well as previous and parallel discourses on space and (in)justice, justice, and rights, I contend that there are three distinct ways in which spatial justice can be used to strengthen theories and practices in planning and wider socio-spatial action. My aim is to show why and how: (a) spatial justice denaturalizes and (re)politicizes space and justice, by ascribing new meanings to the two terms and by placing them in a dialectical relationship; then, spatial justice can be considered simultaneously as process and outcome, as well as both theory and praxis; (b) spatial justice radically opens up to both difference and commonality, and links spatial scales from the local to the global and the spaces in-between, enabling new strategic coalitions; and, (c) spatial justice links spatial actions with proactive visionary alternatives as a unifying, mobilizing and symbolic force, that transcends the limits of the exposure of sociospatial injustices either as outcomes or as processes. By analyzing these three propositions, I seek to further explore: why spatial justice can enrich earlier theories and strategies of social justice, or economic and environmental justice; why it can further complement the re-emerging Right to the City movement and reassert its cross-scalar Lefebvrian demand for a Right to local, regional, national and global space; and, why a constantly open and contested inquiry into spatial justice is necessary in the context of what several scholars have described as "actually existing neoliberalism", exactly where previous theories and practices have been challenged. I conclude this analysis by showing why spatial justice can and needs to take up the premise to: reassert the Right to the City and its embedded socio-spatial dialectic as a powerful strategy for broad social change; fight cooptation and reactionary universalism; overcome socially constructed and imposed fragmentation, as well as militant particularisms of single-issue and single-scale politics; and, combat the mystification embedded in a constructed belief in the irreversibility of the status quo as expressed in space, time, and being, for which all sides of the sociopolitical spectrum, in planning and beyond, can assume variable but shared responsibility.

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RELATIVISM AND PLANNING: THE GOOD, THE BAD, AND THE UGLY

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Contemporary planning has productively moved away from the Modernist view of instrumental rationality in planning, to a broader dialogical view of rationality which allows for normative evaluation in planning processes (the "good"). However, some planning theorists have taken this movement too far. For example: Drawing on

Foucault's concept of "realrationalität" Flyvbjerg (2002), speaks of competing rationalities fighting it out. Watson seeks translative possibilities between "different frameworks of rationality" (Watson, 2003). Harrison (2005) speaks of conflicting and multiple rationalities and "Occidental rationality", leading him to believe that "there is thus no authentic rationality against which to appeal". He argues that in the global South "The rationalities of planning have overruled many other logics of place-making".

We believe the idea that rationality and morality are culturally determined is misguided and dangerous (the "bad"). Planners do not have to choose between accepting the narrow modernist conception of rationality (as instrumental rationality) and relativizing rationality. Effective planning does require a dialogical process in which all voices must be heard. However, all participants in the dialogue must follow certain norms of reason and morality which can not be fixed by (or particular to) any culture. We will argue that the language of planning – although in flux and change through dialogue – can never be relativized to a place within a culture. North-South dialogue must be open, but it has to be coherent to each party, or they will not be able to understand each other. In order to identify differences between cultures as differences in rationality, we would first have to interpret their verbal behaviour as "rational"; and this presupposes continuity of the notion of "rationality" against which we can judge the behaviour. The differences, if they are differences, must be seen as such from the point of view of any reasonable person. Hence identifying difference presupposes a common notion of reasonable argument. The idea of completely different paradigms of rationality or morality generated by different cultures is not a useful one for any purpose, because if this view were true, it would mean that would be no grounds (i.e., reason) to identify these "paradigms" as paradigms of "rationality" or "morality", at all. It is only against a common background of reason or morality that we can judge differences that make a difference. It is against this background that the planner's work begins: identifying hidden power relations, and other ideological distortion, generated by the more powerful. We should recognize that dialogues are often distorted (as Marx and Habermas point out). But distortion can only be uncovered by appeal to mutually understood canons of reasonableness and morality. Our conclusion: rather than generating fragmentation (which can get "ugly") by claiming different rationalities, logics, or moralities, planners should enter into open dialogue, seeking to eliminate distortion and coming to a reasonable shared approach.

Our argument will be based in part on an account of what language requires in general, based on the work of Davidson (2004) and Rorty (1989), and on our previous work (2006).

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PARTICIPATION AS ILLUSORY DEMOCRACY: WHAT ROLE FOR PLANNING?

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Has community participation run amuck? In this paper we distinguish between two kinds of participation. "Weak participation" includes opinion surveys, public hearings, public exhibits, cultivation of political constituencies, and oversight committees. "Strong participation" aims to reach a higher form of democracy, in which community residents take control over their own future. While accepting the practical value of weak participation we want to challenge the ideals embedded in "strong participation" and especially in what we see as its potential to subjugate the democratic process.

At one level strong participation appears benign. What can be wrong, after all, with residents taking charge of their collective future? In reality, however, strong participation can threaten democracy by replacing it with amorphous, unaccountable processes. This danger becomes clearer when we recall that contemporary democracy has its roots in the ideals of republicanism, which focuses on the essential roles of elected representation, institutional checks and balances, and the rule of law. It emphasizes that legal formalism is essential to democratic accountability. Strong participation, by contrast, indulges community participation without rules of representation, parliamentary procedure, or retrospective accountability. The result are inchoate meetings that impede action or community forums that are susceptible to manipulation by planners.

In republicanist thought, leaders (or judges) elected or appointed through a proper republican process have authoritative legitimacy to appoint advisors. These advisors are experts, although not necessarily technocrats, with extensive topical experience through which to manage civic affairs. Their legitimacy comes from their appointment or election as well as from their knowledge. On the other hand, by not giving any credence to planning knowledge – that is by not distinguishing between layperson and planner even over technical matters -- strong participation either makes the planning processes a pawn of interest groups or of the loudest voices. Alternately it can force the planner to act as a manipulator who must put her skills of manipulation against those of her constituents. We note that strong participation has even entered the code of ethics as a moral requirement of the planning process. The time has come to subject this taken-for-granted feature of strong public participation to critical scrutiny.

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[685]
**STRUCTURAL POWER RELATIONS SHAPE 'NICE TALK'
IN HYDROELECTRIC NEGOTIATIONS**
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Structural power relations shape deliberative capacity, so it would be a mistake to relegate analysis of communicative action to discussions of nice talk. This paper illustrates the theory's usefulness for describing impacts of structural and institutional power relations on regional public policy deliberations. In 2007, the US Federal Energy Regulatory Commission approved a negotiated agreement to renew the license of New York state's largest hydroelectric plant for another 50 years. The state owns its largest generator of power (niagara.nypa.gov) through the public benefit corporation, the New York Power Authority. The negotiation was facilitated by the owner's in-house and contracted facilitators with local stakeholder groups. The stakeholders in the negotiations were frequently not elected representatives, but non-governmental organizations of the Buffalo Niagara metropolitan area of Western New York State. The negotiations have been generally lauded as a successful agreement between the participants, but in this analysis, focus is put on the shape of the communicative infrastructure which mediated the institutional relations of the participants in the process, and the impacts of those institutional relations on their ability to discern, together, what would be best public policy. In the future, the question may arise about whether a similar process might be desirable for other licensing agreements of similar or greater magnitude, for example, potential negotiations between mega-regions for water delivery from the great lakes to southwestern states. More is needed for evaluations of such communicative processes than analysis of how nicely people talked together. This paper argues that Jurgen Habermas' discourse ethic is not merely a characterization of civil discourse. It serves as an analytic framework for de-constructing, or redesigning structural arrangements which mediate the context of any deliberation. As a tool, it might improve abilities to address questions about the role and institutional shape of higher jurisdictional control over local planning efforts, normative foundations of distributional versus efficiency arguments, and questions of individual freedoms in matters of public importance. Usefulness of the theory for understanding and recommending improvements in democratic governance have been limited by unnecessary conceptual warfare between camps rooting for universalism versus difference, rationality versus normative appeals, authoritative control versus decentralization and communicatively achieved agreement versus expert guidance. These contrasts may remain, but there are nuanced differences in the ways the theory of communicative action utilizes these concepts which make some of important aspects of these conflicts inapplicable. Because the theory of communicative action is epistemological, it is best suited for questions concerning how we

know what would be best. How do we know that the interests of citizens of the Western New York region are accurately interpreted and represented in deliberations on the plant's electricity generation? How did the composition of the stakeholder group's and their institutional relationships allow them to deliberate on those interests? And how did that association of institutions check each other's representations of the public good? Acceptable answers to these questions include focus on procedures. The analysis conducted for this paper uses an Habermasian analytic frame developed from a facilitator's perspective and based on applied interpretations of Habermas' discourse ethic, slightly different than John Forester's from 1993. It arguably assists recognition of needs for facilitative interventions in group attempts to reach valid intersubjective understanding and agreement on norms through deliberative checking and challenges of each other's claims. Descriptions of the power authority negotiations are taken from published and unpublished written accounts of the proceedings, and interviews with key informants. This paper's goal is limited to demonstrating descriptive power.

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[686]
**TRUST AND THE PUBLIC INTEREST IN THE MICRO-
POLITICS OF PLANNING PRACTICE**
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Trust has become an increasingly-researched concept in social science. However, it has not been theorised significantly within planning. Whilst relationships between groups in planning processes have been analysed, little attention has been paid to whether these are trustworthy. Creating trusting relationships between planners, communities, politicians, developers seems crucial to creating good places. This lack of attention seems all the more surprising as trust-building within planning arenas provides distinct challenges: planning has particularly contested outcomes, it has no one 'client' group with which to build trust and it has a distinctive public interest rationale (Swain and Tait, 2007). Indeed, neo-liberal and post-modern critiques of the public interest (Campbell and Marshall, 2002) may help explain the loss of trust in planning and planning professionals. New managerial tools illustrate one response to this loss of trust within local government.

The little writing about trust in planning has tended to focus on the systemic level (Stein and Harper, 2003, Pellizzoni, 2005). Whilst useful in framing broader debates, it does not explore the significance of trust to the micro-politics of planning. This paper seeks to explore this level, concentrating on the regulative processes of planning

conducted by the local state (being particularly relevant to the exercise of the public interest).

Drawing on extensive ethnographic study of a planning office in England, this paper seeks to explore the means by which trust is built up (and destroyed) in everyday planning work. In defining trust, it develops a four-stage typology (rational-calculative, interpersonal, value-based and abstract) to evaluate how different forms of trust are built through the work of planners and their interaction with others (developers, politicians, members of the public). In particular, managerial mechanisms, including targets and indicators, are analysed for their ability to secure public trust in planning. It is argued, that these mechanisms serve to develop 'thin' rational-calculative relations of trust. Other work to define the norms of planning practice tended to build 'thicker', value-based relations of trust. Through diverse arenas and forms of communication, planners were seen to build different forms of trust, with consequences for how we understand the trustworthiness of planning professionals. The paper finally reflects on the possibilities for building trust in planning as a public interest activity through the identification of public values. This raises particular questions for the role of professional planners in building trust with diverse groups yet also working to define and uphold public values.

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[687]

THE CITY'S PUBLIC REALM AND NEW FORMS OF ENCLOSED LIVING IN THE NETHERLANDS

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Over the past ten years, new forms of enclosed residences are emerging in Dutch housing development. Although such forms have been part of the Dutch urban tradition until the 19th century (the *beguinages*; the *hofjes* for the elderly), this development has met with considerable criticism. Many commentators fear the rise of 'gated communities', a concept with a strong negative (and American) connotation. Central to this criticism is the claim that these developments will lead to a 'loss of the public realm'.

In this paper we want to consider this claim. First, we analyze the physical characteristics, the morphology, of these new urban developments? To what extent are they 'closed' or 'gated'? This analysis is based on elaborate on site research in different part of the Netherlands, and in some other countries (Poland, France).

Second, behind the claim is an implicit definition of the public realm. But the concept of the public realm is a contested one. There exist multiple philosophical viewpoints as to the public-private divide, which all bear on the discussion. There is a descriptive one, found for example in Lofland, and two more political-oriented perspectives. The 'liberal' perspective goes back to Enlightenment thinkers like J.S.Mill. The 'republican' one is inspired mainly by Hannah Arendt. In a conceptual analysis we define the main differences between these three perspectives.

In the final part of the paper, we assess the actual development from the three theoretical perspectives. Does it really mean a loss of

the public realm in the Netherlands? Each perspective yields its own answer. But this nuanced conclusion draws attention to some important mechanisms of present urban social interaction, communication, and identity in the Netherlands: exclusion or evasion?

This paper is based on the study 'Afgeschermdde woondomeinen in Nederland' of the Netherlands Institute for spatial research (2007).

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[688]

WHAT'S THE POINT OF PUBLIC SPACE?

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Threats to public spaces have been widely discussed. To counter them, many planning scholars and political theorists have tried to articulate the importance of public spaces. Most of these defenses take a social scientific form, emphasizing the consequences of public spaces for various dimensions of individual welfare—for example, for social interaction, for physical health, and for personal development. These arguments invite general objections to the power of social scientific argument to establish definitive causal relationships, as well as specific objections to physical determinism. In contrast to these social scientific arguments, this paper argues that public spaces play a unique role in an adequate system of rights and freedoms. Many important rights and freedoms can only be exercised in public spaces—both because of the inherent nature of those rights and freedoms and because of contingent but by now entrenched decisions by American courts. If that argument is correct, the failure of American cities to safeguard public spaces (and also to manage and design those spaces in appropriate ways) does not simply undermine utilitarian goals but also undermines important political and social freedoms.

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[689]

PLANNING FOR U. S. PUBLIC HOUSING: THE QUEST FOR SOCIAL EQUITY

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Since passage of the Public Housing Act of 1937, city reformers have attempted to utilize "public housing" as one of many tools for urban

redevelopment. In part, cities undertaking these efforts intended to clear desirable sites for higher uses, as a compatible action for urban renewal, but in part they made such efforts in the name of social equity, defined as providing decent housing for people of working-class or poorer socio-economic status.

This paper will review how the challenge of providing public housing for the purpose of promoting social equity evolved over the years, focusing in large part on one city. Using archival data from Detroit, Michigan, we will note how planning for the construction, maintenance, and redevelopment of public housing project sites evolved from the 1930s until the 2000s. We will also describe how the definition of social equity in the context of public housing changed over that time, and explore the practical implications of such an evolution.

Because of the sequence of legislation, public housing supporters had federal support for housing projects before urban planners did for redevelopment efforts. Although some efforts were made to marry urban renewal and public housing, these efforts were not always possible because of federal legislation. In the first decades of existence the public housing program sought to promote social equity in a context of redevelopment by providing for relocated or other needy working-class families, even if this sometimes took place in the context of official racial segregation. Urban planners helped provide for appropriate sites and maintain regular exchanges about the future of planned construction, incorporating such dialogue into the city's master plan.

As public housing matured and then began to suffer from underfunded maintenance and increasing impoverishment of its tenants, starting in the 1960s and continuing at least through the 1980s, collaboration with urban planners diminished greatly, and the planning and housing commissions and offices operated in separate fashion. In Detroit, the task of providing for social equity in public housing in spite of flaws in housing department oversight and federal funding fell to its city council and to the various tenant organizations that arose to protest policies of isolation and purposeful deterioration. During and since the 1980s, with the more recent advent of HOPE VI, which actively promoted reconstruction or demolition of existing public housing sites, planners and architects became involved in the effort to revision public housing as mixed-income communities characterized by social services and enhanced architectural design, or as anchors for rejuvenated neighborhoods. The need to provide for social equity remained a daunting one, however, in part because of social equity problems inherent in the HOPE VI legislation itself.

This paper will end by suggesting that projects built by U. S. public housing authorities, while never the primary responsibility of urban planning departments, nevertheless played an important role in shaping the modern central city, and symbolize many of the social equity dilemmas facing urban planners in previous generations and in this one.

Sources referenced will include materials from the files of the Detroit City Plan Commission, the Detroit Housing Commission, the papers of a key city council member, and the Detroit Urban League. The paper will also refer to other studies of public housing in other cities listed in the reference section below, as well as studies of HOPE VI and dissertations which reference public housing in Detroit.

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TRANSFORMING "RUBBERTOWN": THE RHETORICAL CONSTRUCTION OF SUSTAINABILITY AND ENVIRONMENTAL JUSTICE IN LOUISVILLE, KENTUCKY
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This paper explores what is required for scholars and other technically trained experts to help people imagine and create places that are more environmentally just and sustainable. Distinguishing between communicating truth and making claims, this paper argues that, if they want to affect action, such scholars and experts cannot rely exclusively on the "normal science" of their disciplines. Rather, they will have to take their audience into account and think in terms of the rhetorical process of claim, reply, and response. Doing so will enable them to collaborate with lay publics to co-produce usable knowledge and new possibilities for place-based understanding and action. To convey this argument, the paper recounts a story about the "Rubbertown" area of Louisville, Kentucky. Building on that story, the paper gradually demonstrates how scholars, other technical experts, and Louisville's diverse publics are co-constructing the practical meaning of environmental justice and sustainability in Louisville. It also argues that, to succeed, advocates of environmental justice and sustainability need one another.

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ROUNDTABLE - PLANNING THEORY: TEXT OR CONTEXT?

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A debate has emerged in recent years about the manner in which planning theory can, and should, be written for particular contexts. Various challenges have emerged to the traditional modernist view that theories should be universal, and have the power to guide urban analysis and development worldwide. The challenges have emerged from diverse corners, such as postmodern, feminist and multicultural thinking. These claim, in a variety of ways, that planning theory should not generalize over significant social and cultural difference.

Another position in this debate throws a 'geographical challenge' at universal theorization, claiming that planning and urban theories, by their very nature, must be grounded in the spatial, economic and political environments about which they wish to theorize. In particular, theories emerging from the developed and mainly liberal 'North-Western' regions of the globe do not have the capacity to explain, or to guide, urban development in the global South-East. Even under the all encompassing process of globalization, it is argued, conditions, perceptions and politics remain significantly different and at times even diverging further.

The round-table will discuss these challenges, as they relate specifically to the development of theories about, and for, urban planning. Can communicative planning, for example, bridge conditions of 'deep difference'? Can 'new urbanism' help the mega cities of the South? Can the assumptions behind Foucauldian-inspired theorization or behind Marxian political economy inform societies outside the West? Can rational, collaborative and deliberative planning be of any use to people researching and working in radically different contexts? Can alternative and credible planning theories emerge under these conditions?

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DISORDER IN THE HOUSE: DUTCH PLANNING DOCTRINE REVISITED.

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Dutch spatial planning has a great reputation worldwide. Faludi and Van der Valk (1994) building on Foley (1963) have explained the success of Dutch planning by reference to the existence of a national planning doctrine. A planning doctrine is a set of interrelated and durable notions about the spatial arrangements within an area, the appropriate development strategy and notions about the ways both are to be handled. The concept has been adopted by leading planning

theorists in analytical and normative studies of (supra-)national planning systems.

Core element of Dutch planning doctrine is the inclination towards rule and order, a statutory form of government intervention in the process of spatial development. The nucleus of Dutch planning doctrine is the Randstad-Greenheart principle of spatial organization. Faludi and Van der Valk in their 1994 seminal work have identified cracks in the image and potential threats to the performance of doctrine, thus identifying the risks of a revolutionary doctrinal change. Doctrinal change implies among other things radical loss of power for traditional planning organizations and the demise of traditional planning schools, very much like the consequences of a paradigm change in science.

The paper takes for a starting point critical studies of the performance of Dutch national planning. The critical remarks pertain to all five sustaining pillars of planning doctrine being, first the Randstad-Greenheart principle of spatial organization, second visionary strategic planning founded on solid survey, third extensive consultation of the public, fourth collaboration between tiers of government and fifth a pivotal role for local government in the process of implementation. The paper builds upon an analysis of written documentation from archival sources and papers in Dutch professional journals. Research focuses on the current revision of the Spatial Planning Act and the anticipated consequences of the latest comprehensive Memorandum on Space issued by central government in 2004. The authors draw the conclusion that the foundations of Dutch planning doctrine have been kept intact throughout the current process of policy revisions and the changes in the book of planning statutes. The process of change is evolutionary not revolutionary. This leaves open the question whether or not a restoration of national spatial doctrine will suffice to cope with future challenges such as climate change, globalisation of the economy and the growing pressure on the metropolitan landscape.

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PINK CROSSES IN CIUDAD JUÁREZ: SPACES OF MEMORY IN THE CITY OF FEMINICIDE

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Since 1993, pink crosses have been painted on the light poles of Ciudad Juárez to remember and protest the more than 400 women killed and disappeared in this border city. Feminicide occurring in this city placed Ciudad Juárez as one of the most dangerous cities for women in the world. Relatives of the young women and activists working for justice used to paint pink crosses all over the city to keep alive the memory of the injustice of those crimes, most of which remained unresolved.

Ciudad Juárez has faced increasing international pressure to solve the crimes as activists have used international forums to denounce this

extraordinary tragedy. According to city officials and business leaders, those denunciations were damaging the image of the city and having a negative impact on its economy. In response, they orchestrated a well developed campaign to silence the voices of the denouncers, to intimidate the relatives of the victims, and to use the media to discredit the activists and to create an image of the city where feminicide “never happened.” As a result, the city government started to erase the pink crosses. In response, the mothers of the victims organized every first Thursday of each month a vigil in one of the main plazas in the city. They also allocated time to repaint the crosses, to keep on denouncing that those murders continued being unresolved, to demand justice, and to claim that the crosses were part of the urban history of Ciudad Juárez and of the history of gender violence in that city.

The pink crosses do not celebrate a city; rather they have the intention of keeping the memory of those crimes alive as well as the demand for justice. The presence of those crosses challenges the official attempts for erasing the history of feminicide in Ciudad Juárez. We are in year 2008 and women continue disappearing and found dead in this city. Thus activists in this area continue organizing groups of people to keep painting the crosses on the lightpoles and in other public spaces.

This paper elaborates on the origin of the pink crosses and their meaning. It also analyzes the competing efforts of presenting a city image through the continuing process of painting them and their subsequent erasure by city officials. This paper also addresses the question if those crosses should be preserved in order not to forget the history of feminicide in Ciudad Juárez, feminicide that up to date continues. This paper examines the need to document the pink crosses as landmarks for the resistance against gender violence in what is considered “the most dangerous city for women.” Unfortunately, the crosses have not been fully considered as landmarks by those who define historic preservation in cities. And those in charge of preserving the urban history of this city claimed that femicide “never happened.” This paper is an attempt to bring attention to these landmarks and analyze the proposal by activists that state that the crosses should be preserved in the city as long as feminicide continues. This paper analyses the resistance in which different forces engage to present their own view of the city and it also explores and questions urban history and grassroots historic preservation and their role in their relation to social justice in the city.

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PERI-URBAN DISPOSSESSION IN THE UNITED STATES: TRENDS IN BLACK FAMILY LAND LOSS

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The subject this research is the study of historic and contemporary trends in black family land loss that present threats to peri-urban tenure security. It focuses on the historic acts of the US Forestry Service, rail roads and developers in acquiring land for free or at very low costs. These methods have been aimed at African American land owners and have stripped many families of their inheritance and family legacy. Consequently, this trend of land loss may be a significant contribution to the wealth gap between whites and blacks

in the US and presents a threat to community cohesion. Additionally, land ownership is thought to be important to the protection of liberty interests and promotes civic engagement.

The topic of black family land loss is severely under-researched and most existing research is from a legal perspective. My research considers the history of land loss from a planning perspective. How does development encourage manipulative methods of acquisition and what does it mean in terms of tenure security for peri-urban populations? I will highlight the experiences of generations of black families in northwest Florida following the many manipulations of public servants, developers and others resulting in the loss of land. I will find and define legal methods such as judicial partition and adverse possession and provide an understanding of the context of their use.

This paper will focus on the way historic racism and discrimination has affected the ownership and loss of land for African Americans today and through empirical analysis, how direct and indirect discrimination continues to be responsible for land loss. This paper will discuss the possibility that the face of discrimination looks different today and that black family land loss could have a different meaning. Important questions regarding how we connect discrimination and land loss should be asked with an understanding that we do not know, through systematic research, the answers to very important questions surrounding peri-urban tenure security, urban development and racial discrimination in the contemporary setting.

My research is in progress. I am a doctoral student, however, this research is not yet part of an approved dissertation.

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ROUNDTABLE - OXFORD HANDBOOK OF URBAN PLANNING: SNEAK PREVIEW/CRITIQUE

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Oxford University Press will publish a state-of-the-art handbook of urban planning research in 2010, comprised of over 40 original chapters, edited by Rachel Weber and Randall Crane. Working from the prospectus and tentative contents, several contributors and other leading researchers will use this roundtable to explore the scope, scale and purpose of the project, as an assessment of planning scholarly thought and product. Comments will range from a reconsideration of the canon of urban planning literature and its organization, to a discussion of existing works that attempt to represent either.

Note to track chairs: We expect to shortly add several other participants, including a balance of views and AESOP members. However, our OUP contract was signed only this week and we have verified only two additional participants by today's deadline.

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REGIONAL DIVIDE: THE REGIONAL PLANNING ASSOCIATION OF AMERICA AND THE REGIONAL PLAN OF NEW YORK AND ITS ENVIRONS

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The seminal ideas advanced by the Regional Planning Association of America (RPAA) and the Regional Plan of New York and Its Environs remain some of the most influential in American planning history. They continue to inform contemporary regional and metropolitan planning practices. Spearheaded by a leading authority in the planning field, The Regional Plan of New York and Its Environs was a ten year comprehensive study that showcased a planning blueprint for New York and surrounding areas. The RPAA was comprised of diverse talents whose philosophical and theoretical ideals supported the concept of regionalism. The RPAA was committed to a broad range of programs that advocated public housing, improvement of the metropolitan area, and conservation of natural resources through decentralization of the profit-oriented metropolitan society. Policy and philosophical differences led to a public schism between the two planning ideologies. The purpose of this study is to revisit the planning models proposed by the Regional Plan of New York and Its Environs and the RPAA. It examines the historical context; compares the proposed policies and philosophical underpinnings; and it explores the organizational structures, member and leadership composition. The research poses two questions: 1. What were the differences and similarities between the two approaches to planning posed by the RPAA and the Regional Plan of New York and Its Environs? 2. What were the disagreements that contributed to the schism between the RPAA and the Regional Plan of New York and Its Environs? The case study is the methodology used in this research. Data are obtained from secondary sources: journal articles, books and online materials. The study will expand the knowledge surrounding nascent efforts to initiate regional planning in response to the proliferation of growth in metropolitan areas in America. The research is appropriate for instruction in planning history and regional planning courses.

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MacKaye, Benton, *The New Exploration*

Sussman, Carl (ed.), *Planning the Fourth Migration*

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TELLING HISTORY WITH DIVERSE VOICES IN SUBURBIA

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There is a renewed interest on historic preservation in the suburban areas of Southern California. This interest has been triggered by the realization that, in addition to the preservation of their heritage, historic preservation is a useful tool in urban design, economic development and sustainable planning practices.

Although cities in this region are at different stages of the preservation process, they follow the traditional path of designating historic buildings, structures and districts at the different national, state, and local levels. Although it is said that “in America there is a greater emphasis on pluralism in preservation” “ (Barthel.1996) the existing process does not always reflect the unique historic periods and activities in the region, nor the contributions of different gender, racial, ethnic, religious or national groups to the development of the area.

Using the San Gabriel Valley and portions of the Pomona Valley in Southern California as a case study, this paper analyzes the process of historical designation and the results obtained in its thirty three cities and communities. The study analyses categories of landmarks, including those that address diversity. It highlights resources that illustrate “themes” such as working environments, type of land uses, social function (exchange celebration and ritual), segregation patterns, cultural symbolism, fusion of cultures, as they relate to diverse groups. The project uses City Web resources and those of other groups, which often provides divergent views. A comparison is made to other international processes of designation in the literature, particularly those that highlight components of diversity.

This is part of a larger effort to train urban planners on the importance of identifying local historical resources, of various kinds, and integrating them in the constant process of development and change. This effort is supported by a new web page on preservation in the San Gabriel Valley. These materials will also allow local cities and groups to evaluate current efforts and key gaps. The intent is to identify an innovative approach that helps identify and celebrate the many identities in the Valley while serving as a model for other cities.

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TRACK 13: REGIONS AND REGIONAL PLANNING

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SUBCENTERS IN POLYCENTRIC REGIONS: THE CASE OF DALLAS-FORT WORTH METROPOLITAN AREA

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This research is concerned with explaining the variation in growth rates among employment subcenters in a large metropolitan area. The purpose of the study is to find answers to the question: What factors/variables contribute to the growth or decline of employment subcenters? More specifically, the study aims to 1) identify and describe employment subcenters, and 2) explain the variation in their growth rate over a specified period of time through testing a set of variables extracted from related literature.

The Dallas-Fort Worth (DFW) metropolitan area was chosen as a case study sample of polycentric regions in order to explore the phenomenon. The DFW metropolitan planning area (MPA) is currently the fastest growing major metropolitan area in the nation, with a population growth rate of 29 percent between 1990 and 2000, which is twice the national average. Its size moved up in rank from number 9 in 1990 to number 4 in 2006 among United States metropolitan areas, with total population of 6,003,967 according to July 2006 estimates (U.S. Census Bureau, 2006), and 2007 total employment estimates of about 3.6 million.

A data sets covering over six thousand Traffic Survey Zones in the metropolitan area were used in the identification and analysis of employment subcenters. The study identified 39 employment subcenters using the procedure of Bogart and Ferry (1999). The analysis first provides information on the change in size of employment subcenters in the metropolitan region over a 10 year period. The analysis also provided a spatial perspective of employment subcenters in the metropolitan area and relates that to land use changes and some spatial factors such as access to major highways, the distance to Dallas downtown and to the DFW International Airport.

The results of the study identified several explanatory variables that affect the growth rate of employment subcenters in the DFW metropolitan area. Some of the variables identified are distance to the DFW international airport, distance to highway interchanges, distance to the Dallas CBD, whether the area is served by public transportation or not. Finally, multiple regression analysis technique is employed to complete the empirical analysis. Findings suggest several policies for achieving positive impact on the growth rates of subcenter which in turn has important implications for future of the metropolitan area.

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GUADALAJARA'S SHRINKING SILICON VALLEY: LATIN AMERICAN DEINDUSTRIALIZATION IN THE LATEST GLOBAL SHIFT

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The global shift from the North Atlantic seaboard to the Western Pacific Rim has gone through several major industrial and trade shifts in the last twenty years (Dicken 2007). Among these shifts, China's ascent in the global economy stands out as the most recent and perhaps the most portentous for cities and regions whose fortunes depend on manufacturing and outsourceable services. Based on the case of Guadalajara, Mexico's Silicon Valley, this paper uses field work research and secondary data analysis to argue that the geographic reach and magnitude of this shift stretches the concept of "de-industrialization"-- originally coined for developed countries-- beyond the developed core's urban realm to that of the developing periphery. Newly industrialized countries (NICs) like Mexico, once believed to be shielded by the NAFTA trading bloc, are starting to lose these trade advantages (Mesquita Moreira 2007, Dussel Peters 2005).

Guadalajara, Mexico's Silicon Valley took shape as an important electronics industrial cluster from 1995 to 2000 (Audirac 2003). However, by 2001, partly as a result of China's accession to the WTO and the relocation of American electronic plants from Mexico to China, the industry contracted more than 50% in one year (Gonzalez and Sanchez 2006). This shrinkage took place primarily in Guadalajara's industrial suburbs severely affecting the local and state economy and the lives of many displaced workers, most of them women.

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ROUNDTABLE - SHRINKING CITIES: A NEW LABEL FOR AN OLD CITY DIVIDE?

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Echoing the conference theme “Bridging the Divide: Celebrating the City” the Shrinking Cities International Research Network (SCiRN) organized this round table to explore the forces behind city shrinkage—an urban “divide” or “discontinuity” from dominant growth patterns, which involves further divides and distinctions such as progress and decline, prosperity and stagnation, decay and regeneration, technology “haves and have-nots,” redevelopment and displacement, slow cities and fast cities.

This RT reiterates the conference’s key question: How can innovative theoretical and planning policy approaches help bridge these divides? And thus, it encourages ideas and debate on the nature of city shrinkage and discussion of policy interventions that can bridge the various divides and conflicts inherent in shrinking urban areas.

The Shrinking Cities Round Table’s objective is to serve as a forum for discussing shrinking cities research beginning, in progress, or completed by young scholars. The ultimate aim of this RT is the exchange of ideas that could result in a special issue publication.

Participants have submitted presentation abstracts to the round table organizer, Ivonne Audirac, Florida State University, who together with discussants will review and select final presentations.

Hélène Roth, University of Rennes 2 and SCiRN. “Between Industrial Reconversion and Urban Regeneration: The Case of Saint-Etienne, a French Shrinking City.”

Sophie Buhnik, Université Paris 1 - Panthéon - Sorbonne, Ecole Normale Supérieure and SCiRN PhD Academy. “The ambiguities of regeneration strategies in declining cities: Urban renewal and ‘people removal’ in East Baltimore (USA).”

Daniela Schüller, Humboldt University, Berlin, Geographisches Institut Wirtschafts-geographie and SCiRN PhD Academy. “Reuse of innerurban potential sites with services in the context of Shrinking Cities—the example of Berlin”

Laura Schatz, School of Planning, University of Waterloo and SCiRN PhD Academy.

“Innovation in the face of population decline: “Smart shrinkage” in Youngstown, Ohio.”

Sabina Uffer, London School of Economics, Political Science and SCiRN PhD Academy. “Understanding Shrinking Processes - What does Regulation Theory tell us?”

Marie-Fleur Albecker, Université Paris 1 - Panthéon - Sorbonne, Ecole Normale Supérieure and SCiRN PhD Academy. “Social recompositions in Paris' shrinking first suburbs: What municipal strategies?”

Betka Zakirova, Berlin Urban Ecology and SCiRN PhD Academy. “Shrinkage at the urban fringe: Case studies in the Berlin-Brandenburg Metropolitan Region”

Daniel Forentin, Université Paris 1 - Panthéon - Sorbonne, Ecole Normale Supérieure and SCiRN PhD Academy. “The ‘perforated city’: Leipzig’s model of urban shrinkage management.”

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LAND USE MANAGEMENT BY INNOVATIVE REGIONAL PLANNING

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Exceeding land consumption and growth of urban sprawl are causes of major problems e. g. in regards to ecological sustainability, public services and infrastructure costs. Spatial planners on regional level are challenged to solve these problems and at the same time have to underpin requirements of industry and economy, future development

options and global competitiveness of the region. In view of these new challenges (also climate change, ageing of population...) spatial planning on regional level has to evolve its ability to plan strategically in order to gain higher political relevance and act more effectively. With the aim to raise the impact of spatial planning within a jumble of manifold complex processes of high spatial relevance we developed the planning approach "Problems-First".

In our research project FLAIR (German acronym for 'Land Use Management by Innovative Regional Planning') we apply our Problems-First planning approach to the problem of exceeding land consumption in the Region of Southern Upper Rhine in the Southwest of Germany, a region that features growing as well as declining communities literally next to each other. The project takes place from August 2006 to October 2008 in collaboration with the regional planning association, private planning offices and the University of Stuttgart. The project FLAIR contains a one year phase of expert interviews and interdisciplinary discussions to find underlying processes on regional, national and international level. In a second phase two half-year iterative strategic planning procedures are carried out. In both a group of experts and planning teams try to (re-) define the actual (socially constructed) problems of the region and in conclusion propose exemplary solutions to the problem of land consumption. As results of the project we expect innovative and applicable solutions and a well documented case study of Problems-First-Planning for scientific evaluation. In the presentation on ACSP/AESOP we will show outcomes of the project FLAIR, explain our Problems-First approach, and explicate that major aspects of the Problems-First approach are applicable to other national planning systems and planning cultures.

The Project FLAIR is intended to be input for the U.S.-German Bilateral Working Group (EPA and BMBF) and therefore connected to the SMARTE-Platform by U.S. partner projects. Also involved in FLAIR are planning professionals from Germany, France, Switzerland and the Netherlands.

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Within western democracies a series of factors including changes in the global economy, processes of devolution and localism, and a renewal of regionalist thinking towards liveability, sustainability, regional economic competition and efficiency have converged to position the city-region at the forefront of the urban governance debate. These efforts to rescale decision-making are intertwined with the shift from traditional government to governance. Often disregarding traditional jurisdictional boundaries, these activities are changing the way people understand and interact with governance. However, it is not yet clear whether these changes will lead to more meaningful democratic processes or fuel the democratic deficit by eroding governmental accountability and transparency. Further, within the context of a changing and supposedly diminished role of the state, it is uncertain to what extent the results of such transformations are mediated by different national traditions or policy cultures.

In the US, it is argued that recent episodes of city-regionalism has been a multi-fold response to economic restructuring, devolution and a changing role of the state, and a concern for adverse qualities of decentralised metropolitanisation (e.g. sprawl). In the UK, recent enthusiasm for regional and sub-regional economies make compelling evidence that globalisation and economic competition is setting the agenda for these new governance institutions.

This research explores these new spaces, scales, and processes of governance and assesses the implications for civic empowerment and democracy through a case study comparison of city-regions in the United States (Capital District, NY) and United Kingdom (South Hampshire). Specific episodes of city-region governance have been investigated through interviews with politicians, planners, business lobbyists, activists, and individuals from the not-for-profit (voluntary) and private sectors involved with city-region governance. The broad aim of the work is to gain a clearer picture of how these structures and activities are emerging, their make-up, and to use cross-national comparison to consider the role and impact of different state structures and institutions. It is intended that this work will contribute to the ongoing scholarly debates related to the New Regionalism, the 'hollowing-out' and re-scaling of the state, governance, and relationships to accountability, transparency, and the democratic deficit.

Please note that I am a doctoral student at the University of the West of England and this research is directly connected to my approved dissertation proposal and research design (e.g., in the works as I am conducting empirical research and analysis). My director of Studies is Stuart Farthing (email: stuart.farthing@uwe.ac.uk) and my supervision team includes Vincent Nadin (email: v.nadin@tudelft.nl).

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[702]

**GOVERNANCE SHIFTS AND THE CITY-REGION:
IMPLICATIONS FOR THE DEMOCRATIC DEFICIT**

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VALUING ENVIRONMENTAL QUALITY: A SPACE-BASED STRATEGY

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The research presented in this paper is motivated by the need to better understand the value of environmental quality. Over the last several decades, the demand for that commodity has emerged as one of the most powerful forces acting on the economic landscape of the United States and other developed nations (see Kahn 2006). Viewed among regions, the influence of relative living conditions is so strong that they are observed to direct migration flows and generate compensating differentials in labor and housing markets. Viewed within a single region, environmental quality is similarly observed to affect where households choose to live and the price they pay in the housing market to realize that choice. While the two forms of influence play out across different levels of geography, they are closely connected and they each involve the identical set of mechanisms: (1) households compete to occupy environmentally desirable locations; and (2) in order to secure the right to do so, they incur costs that depend directly upon the comparative appeal of the spot in question. Through these actions, the place-to-place variation in environmental quality has become a main organizing force within the American space economy.

But, in spite of its great importance, the value of environmental quality remains elusive because complete measurement requires knowledge of a demand function that describes the relationship between price and the quantity consumed. The challenges that this presents are several. To begin with, environmental quality is spatial in nature, so its mechanism of economic influence needs to be conceptualized and, ultimately, expressed in that way. Moreover, no conventional market for environmental quality exists, so, once it is measured, it can only be valued indirectly — ideally, via preferences revealed in markets for larger, differentiated commodities, like housing. Although it is usually straightforward to estimate the marginal implicit prices of the various non-market goods embedded in such markets, the function used to do this, called a hedonic price function, is a market clearing function that results from interaction between the bid and offer functions of participants on either side of the market (Rosen 1974). Recovering the prices of non-marginal differences in consumption, which are needed for welfare analysis, means extending hedonic price analysis to a second stage and estimating a demand function wherein price and quantity are endogenously determined. The problem is that, because the underlying first stage function is a composite of both demand and supply, conventional econometric procedures cannot readily be used to identify the demand function the way they can for more traditional commodities. Each of these issues makes it hard to evaluate environmental quality in a holistic way.

This paper responds to the challenge with an analysis that leverages spatial non-stationarity in housing attribute prices to expose the demand for one aspect of environmental quality, distance from Environmental Protection Agency (EPA) designated environmental hazards. There are three specific research objectives: (1) to define

spatial non-stationarity in the context of housing markets and develop a strategy for using it to overcome the general problem of getting at the demand for non-market goods; (2) to estimate the marginal implicit price of distance from air release sites, hazardous waste generators, hazardous waste handlers, superfund sites, and toxic release sites via the single-family housing market in the Puget Sound region of Washington State; and (3) to estimate a series of demand functions describing the relationship between the price of distance from environmental hazards and the quantity consumed. The analysis represents a major step forward in valuing environmental quality and, as important, it reveals how the field of regional science's unifying epistemology — namely, that geographic space mediates socioeconomic processes — holds a workable solution to what has always been the albatross of two stage hedonic price analysis.

This paper is available online here:

http://www.huduser.org/Publications/pdf/jic_dec_rep_0701.pdf

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[704]

STATE-LEVEL VERSUS METROPOLITAN LAND USE PLANNING: SEEKING THE RIGHT SCALE FOR REGIONAL DECISION-MAKING

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Scenario planning efforts have traditionally set their regional boundaries at the edge of metropolitan areas and their planning horizons at 25-30 years. This is largely a result of data availability and consistency, in part due to fragmented governance structures (MPOs, COGs, state), predominant theories of urban rent gradient and a long line of past efforts focused on narrow definition of “urban” and “regional” in planning practice. A few recent efforts have tried to expand the scope to include non-metropolitan growth trends into regional planning efforts. These changes have ranged from an adding another ring of counties around metro areas to state-level policies to megaregional planning with longer horizons as envisioned by the America2050 project.

Using scenario analysis, this paper looks at the impact of state-level policies in Maryland. Tied to an ongoing effort (Reality Check Plus), this paper demonstrates how traditional regulatory analysis may be

combined with new ways of using stakeholder inputs to develop statewide assessment models of fiscal issues impacts, energy, transportation, environment and employment. The research uses both raster and vector GIS-based land use models and performance indicators modeled on past data. The outcomes show benefit of regional coordination, particularly at the state level. Limitations of current plans and regional planning efforts are developed into a list of recommendations for a state-level approach. The list includes inability of existing planning methods to make robust conclusions at a regional scale and incompleteness of relevant data, such as, employment at a fine geography, choice of the right horizon.

This paper adds to the literature in two respects. First, it offers a rare experiment in scenario analysis at the statewide level. In that respect, it offers new insights concerning the influence of geographic unit of analysis, methods of aggregation, and the choice of performance indicators. Second, it offers new insights into the performance of alternative state-level land use policies. It shows, for example, that by most measures of performance land use planning by local government yields the poorest outcomes. The smart growth strategy in which growth is contained in state approved Priority Funding Areas yield better outcomes. Even better outcomes are possible, however, by containing growth in urban corridors, an urban core diamond, or as recommended by the public in a "Reality Check" exercise. Whether there is sufficient political support to implement these better performing outcomes, however, remains uncertain.

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[705]

RECONNECTING VISION AND PROCESS: FLORIDA'S REGIONAL VISIONING REVOLUTION

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When thinking about the future, what Hopkins and Zapata (2007) call "engaging the future", planners, public officials, and business leaders have usually done so via visioning. Visioning typically involves the engagement of experts (people with knowledge and a broad understanding of local conditions, existing trends, and emerging trends) and the public at large in efforts to think about the future. As Myers and Kitsuse (2000, p. 227) write, "a vision is not a fantasy, but rather an optimistic picture of what might be achieved". Visioning is

centered upon articulating a desirable future that is realistically based upon current conditions in the area and knowledge of broader trends affecting the region. As such, visioning is a normative process; a desirable (but plausible) future is articulated and course corrections can be made to work towards this desired future state.

Based upon a recently completed project with the Century Commission for a Sustainable Florida, this paper provides two primary contributions to planning scholarship and practice. First, the paper reviews and synthesizes the literature on regional visioning. Based upon reviews of the experiences of several states (e.g. Utah, California, Maryland) and metropolitan areas (e.g. Portland, Denver, Orlando) that have embraced visioning, this literature offers key insights into the value and limitations of this planning tool (e.g. Helling, 2008; McCann, 2001).

Second, the paper analyzes the "regional visioning revolution" in Florida. Florida is well-established as a growth management state, with extensive laws, administrative rules, and plan-making processes to support comprehensive planning throughout the state. However, over the last two decades "process" has come to dominate "product", yielding development outcomes out of step with the state's long-term growth management goals. In response, several regions have embraced regional visioning as a means to reconnect the state's comprehensive planning processes with normative planning goals. Using interviews with key stakeholders and a survey of public and private individuals involved in the various visioning efforts in the state, this paper reports on Florida's "regional visioning revolution". Findings indicate that regional visioning has taken a variety of forms in Florida, occurring at different regional scales and with an uncommon set of core issues. Further, the evidence indicates that the success of these initiatives is likely to be achieved only when these regional visions are embedded in the state's system for managing growth.

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[706]

CENTRAL CITY AND SUBCENTER ATTRIBUTES IN METROPOLITAN OHIO

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Cleveland, Cincinnati and Columbus are three major central cities of Ohio. Historically, Cleveland and Cincinnati ranked high in terms of their population and hierarchy among U.S. cities, but they are suffering from declining competitiveness and population. On the other hand, Columbus is a strong central city of an exceptionally fast growing metropolitan, particularly when compared to Cleveland and Cincinnati, which exhibit greater polycentric tendencies. What factors explain these differences? The recent literature on polycentric

urban systems has tried to answer this question by reference to the subcenters themselves. In contrast, this paper focuses on the interaction between a central city and subcenters based on an analysis of the characteristics of a central city.

The hypothesis of this paper is that high-order services and national-level businesses are likely to be attracted to the central city, and the characteristics of a dominant central city will be defined by the concentration of such specialized functions. The literature shows that high-order services such as FIRE are more productive when they operate in physical proximity to each other, something that can be attributed to the importance of knowledge spillovers and face-to-face interactions in their operations. Likewise, national-level businesses are sharing the connection to other regions by locating together at the central city. The central city can act as an engine of nationally-connected pipelines based on agglomeration economies generated by those businesses, which prefer interaction with national customers. On the other hand, subcenters benefit from being able to offer access to local and regional customers while avoiding congestion and high rent. Thus, we expect a concentration of high-order services and national-level businesses to result in 'strong central cities', i.e. cities with a high share of regional employment. This tendency will also show-up in the form of reduced polycentricity.

The paper proceeds in three steps. First, it identifies central and subcenters using relevant Transportation Analysis Zone data compiled by the US Census Bureau, based on exploratory spatial data analysis. Second, it undertakes a sector analysis to determine the sector distribution in centers and subcenters, and to identify differences among them. Third, it prepares a connectivity analysis for central cities, identifying their level of connectivity to the national economy. A broader application of this paper is to provide a regional understanding of polycentric urban systems. Policy maker can use this research as a basis for promoting a regional agenda between local efficiency and national competitiveness.

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CONVERGING ECOLOGIES OF KNOWING: EVALUATING THE POTENTIAL CONTRIBUTION OF SOCIO-ECOLOGICAL SYSTEMS ANALYSIS TO REGIONAL PLANNING IN SOUTH AFRICA.

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Science, as it is practiced within various disciplines, has the potential to promote sustainable development by producing objective information that can guide the decisions that humans make. However, there are many divisions (sometimes dissociations) that exist amongst

and between the producers of scientific knowledge and the users of this and other forms of knowledge (Burns, M. Audouin, A. Weaver, A. 2006). As a result, dialogue and integrated decision-making, which are essential for responding to the multiple dimensions of sustainable development, are compromised.

Sustainability science rests strongly on the idea that modernistic and linear, single science applications no longer solve the social-ecological problems that our societies (regional or urban) face today. Despite (1) major policy shifts in planning policy, method and practice in South Africa over the last thirteen years; (2) the introduction of a series of legislative, institutional and capacity building initiatives (intended to realise the intended outcomes of these policy shifts); and (3) the introduction of an integrated development planning system across the three spheres of government in South Africa, there is little evidence that development planning practice at various scales leads to more sustainable outcomes and to real improvements in the quality of life of South Africans (Meiklejohn, C. and Coetzee, M. 2002).

An incisive analysis of the last decade of intergovernmental collaborative planning in South Africa – provided by Oranje (2004) and Harrison (2006) – traces the evolution of IDP-related policy in South Africa with useful insights around the motivation for, thinking behind, and influences upon key developments in the evolving system. Five years post the advent of the World Summit, the sustainability debate rages on and the notion of sustainable development as an outcome of processes founded on the three pillars of prosperity (economy), planet (ecology) and people (society) is being questioned in the face of the poor performance of South African regions on a range of quality of life and development indices. The South African Government is under severe pressure to address increasing social and income disparities, reduce poverty and achieve sustainable growth, all within the context of mounting pressures on ecosystem services and a looming global energy and climate crisis.

Whilst the body of theoretical knowledge on sustainability science and a burgeoning body of work relating to complex social-ecological systems (some of which includes the application of bifurcation theory and fractals) is fairly well developed, the relevance and application of conceptions of regional ecology and socio-ecological systems analysis to regional planning in South Africa remains unexplored.

The paper will: 1) describe the challenges associated with the analysis of regional socio-ecological systems for highly bifurcated regions, drawing on insights from the evolving bodies of knowledge on Sustainability Science, Regional Science and Network Science, as well as experiential knowledge gained from regional planning endeavors in the dualistic development context of SA; 2) assess the extent to which a range of regional scale plans in South Africa reflects a robust understanding of the regional socio-ecological systems they serve; and 3) reflect on the potential contribution of socio-ecological systems analysis in overcoming the limitations of regional scale planning in South Africa.

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METROPOLITAN PLANNING IN BRAZIL: TRAJECTORY AND PERSPECTIVE

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The late 1970s and early 1980s was a period that represented a divide in planning practice in Brazil. It was the end of 20 years of military rule, marked by authoritarianism and political-administrative centralization in planning and decision-making. In this context, metropolitan planning was an important means of providing general conditions of production for a modernizing economic program. The move to restore democracy in Brazil, associated with both a general economic crisis and a state financial crisis, led to the rejection of planning, especially its centralized and technocratic character, and the rational-comprehensive type of methodology that prevailed during the period of authoritarianism. The reconstruction of democracy during the 1980s resulted in the 1988 Constitution, which emphasizes decentralization in planning and decision-making. Autonomous and either democratic/participatory or strategic/competitive local/urban planning was consolidated from then onward. Metropolitan planning

was abandoned. However, at the beginning of the 21st Century, metropolitan planning is re-emerging. After a brief review of this preceding period, this paper will focus on the present, when sociospatial processes in metropolitan areas are becoming more complex than they have been in the past. This is not only because of the incomplete character of Brazilian urbanization, but also because of the Brazilian economy's growing insertion into a globalized and flexible process of capital accumulation and reproduction. This has led to the reconfiguration of spatial arrangements in a process of urbanization that is requiring new theoretical contributions, such as those based on the concepts of extensive urbanization, the city-region and the postmetropolis. A new political-institutional arrangement that was recently proposed as a means to restore integrated planning for the metropolitan region of Belo Horizonte (the third major urban agglomeration in the country) provides empirical information for some final reflections. Here, the main hypothesis to be pursued refers to the actual efficacy of this arrangement in view of the complex context mentioned above: municipal autonomy in decision-making and planning, globalization and intermunicipal competition, the complexity of previous and new sociospatial processes at metropolitan/city-region level, etc.

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POLYCENTRIC REGIONS: COMPARING COMPLEMENTARITY AND INSTITUTIONAL GOVERNANCE IN THE SAN FRANCISCO BAY AREA, THE RANDSTAD, AND EMILIA-ROMAGNA

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In recent years, attention has increasingly been paid to the idea of polycentrism as an alternative to sprawling development patterns. Proponents of polycentric development have shown this alternative to be in many ways preferable to sprawl, especially in relation to measures of quality of life and sustainability. However, comparatively less has been said about the ability of polycentric regions to foster economic vitality and increased competitiveness. Polycentricism is thought to associate with economic benefits that result from the synergistic relationships that develop among interdependent cities, but little empirical evidence has heretofore been provided. In this paper, I use correspondence analysis and two-digit level NAICS and NACE employment data to identify the degree of complementarity in the economic profiles of cities in three polycentric regions: the San Francisco Bay Area, California, United States; Emilia-Romagna, Italy; and the Randstad, Netherlands.

The findings suggest that the degree of complementarity varies greatly across the three regions. Subsequent analysis of institutional structures in these three regions suggests that regions with weaker regional governments, strong regional identities, and intentional polycentric development strategies might experience higher levels of complementarity. A series of hypotheses that relate institutions to

complementarity are proposed as possible directions for future research.

Ultimately, the synergies examined in this study help to tell a story about how firms and institutional structures relate to the economic profiles in three case study regions. This attempt to both quantify and qualify the complementarity that exists in polycentric regions is helpful to both planners and policy makers in their quest to better understand how polycentrism relates to the regional economy. Furthermore, the hypotheses being posed, all of which relate to the roles that institutions play in shaping regional outcomes, are helpful in the identification of potential studies to be conducted in the future.

CURRENT PHD STUDENT

This paper includes work that is somewhat related to a dissertation proposal that has not yet been approved.

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COSTS OF SUBURBANIZATION: EFFECTS OF RESIDENTIAL RELOCATION ON HOUSEHOLD WELFARE MEASURES IN SHANGHAI

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In the past three decades, China's cities have seen a large-scale restructuring of urban space. China's growing prosperity has been highlighted in the media; however, the distribution of the impacts of these reforms at the urban scale has been largely unstudied. One product of China's housing-market reforms has been a rapid migration of urban residents to the urban periphery. Throughout China, millions of residents living in central cities have relocated to the suburbs and exurbs, and a significant proportion of the new housing development has been on the urban periphery. Some have been forced out either by rising urban rents or government reclamation of their previous residences. Others have relocated willfully, to modernize and upgrade their housing, to seek out a better urban environment, or for other lifestyle reasons.

Currently, Shanghai's development policies encourage housing development at and population migration to at the urban edge. This includes not only housing for those that made a choice to move, but also housing designated as resettlement housing for those households

forced to move for redevelopment projects. Often, this housing is situated in locations lacking convenient transportation options. Right now, urban policy is being made and practiced in China that continues to resettle unwilling central-city denizens at the edges of the city, without an understanding of how these policies affect the well-being of the resettled population. This research attempts to fill this knowledge gap. Given the current trends toward suburbanization in Chinese and other developing-country cities, and given the growing social unrest in Chinese cities resulting from government land reclamation, a study of suburban trends and differential welfare impacts is a timely and necessary topic.

In this research, household survey data is gathered and analyzed under the umbrella of one over-arching question: Is there differentiation in the well-being of various social strata (e.g., low-income versus higher-income households, households who move by choice versus those forced to move) as they relocate to the urban periphery? This question is examined here from four different perspectives: changes in housing and travel expenditures as households relocate to the urban edge; changes in travel time and regional accessibility; the expansion of household income and whether this expansion compensates peripherally-located households for increased housing and travel costs; and changes in satisfaction levels.

Data were analyzed using econometric modeling. The results indicate that households who have relocated involuntarily experience larger losses in accessibility and also wage increases that have not kept up with increases in housing and travel expenditures, compared with households who relocated by choice. The same is true for low-wage workers, compared with higher-income households. The research also suggests that forced movers are less happy than those who moved by choice, controlling for other relevant factors.

Drawn from an almost completed dissertation
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STRATEGIC URBAN PLANNING AT PROJECT LEVEL

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Several schools of planning as well as several countries in Europe are increasingly paying attention to strategic urban planning at project

level. With American planning practices and experiences from the eighties in mind, strategic planning is seen as a promising way of planning that is more efficient and more effective than the government-led developments of most European countries. Among others, strategic urban planning may better cope with growing complexity, social fragmentation, increasing market dominance, and government decentralization. These are developments that European countries currently face, but that the United States have gone through already in the eighties, resulting in a large body of knowledge that seems to become relevant in Europe today. In this paper we present the results of our study about strategic urban planning at project level in a public sector dominated country: the Netherlands. We will do this by studying various Dutch industrial area developments, as examples of urban planning at project level. The purpose of our study is first to assess how strategic these planning practices are and, second, to explore under which conditions urban planning projects in public sector dominated countries could be developed more strategically. Our theoretical framework of analysis is a strategic public sector planning model that Bryson, Freeman and Roering (1986) developed and which is further explained by Bryson and Einsweiler (1988). The findings show that the urban planning projects studied are not in line with strategic planning principles. We found two explanations for this. First, the model does not fully consider the specific characteristics of public sector dominated countries like the Netherlands and other European countries. Second, it appears that the projects under study lacked attention for crucial components of the model: the confrontation of the internal and external environment. This justifies the conclusion that the projects were not strategic, despite the adaptations we suggest for the model. Based on our analysis we developed a strategic planning model for the European context. This model is relevant for a broad range of European countries because in the Netherlands, as in other European countries, the urban planning system is highly formalized. This means that laws, regulations, standards and procedures largely determine the possibilities of urban development, and hence narrow the possibilities for strategic urban planning. The model we describe to make projects more strategic in such settings therefore have value in other countries as well.

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TOWARDS A RELATIONAL PLANNING APPROACH: RECONFIGURING PLANNING IN THE AIRPORT REGIONS OF AMSTERDAM, BARCELONA AND MUNICH.

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The aviation industry is constantly evolving. Airports are not simply airfields anymore; contemporary international airports are one of the most important hot-spots in metropolitan regions. The development of airports and the increasing expansion of European metropolitan regions, together with the rising economical potential of the airport area, make planning the airport region an intricate process. Conflicts are further enhanced through an increasing "glocal" complexity, understood as the constant tension between local and global market driven interests. Not only joint strategies for spatial development are strongly needed to manage future growth, but also a regional governance approach for airport regions in general seems to be necessary.

After introducing a relational planning framework, based on interviews and a comprehensive literature study, we will elaborate on the practical implementation of this framework by discussing three case studies: the Munich Airport Region, the Barcelona Airport Region and the Amsterdam Schiphol Airport Region. By reflecting on these three cases we show how conflicts are emerging as a result of persistent traditional planning approaches, which do not seem to bridge the gap between official national ambitions regarding airport regions and the actual daily affairs around these regions. Traditional planning is sectoral and territorial orientated, while relational planning takes into consideration the complex dynamics of current developments in airport regions.

Consequently, planners should link together different spatial development conflicts, for instance conflicts arising because of growing populations in airport regions. Then different spatial scales must be linked together, such as the vicinity of the airport, the metropolitan region, and the state. All different actors and stakeholders have to be considered from a bottom-up point of view. We argue that ignoring this complexity makes current conflicts about airport extensions more complicated to solve.

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THE SEARCH FOR TERRITORIAL FIXES IN SUB-NATIONAL GOVERNANCE: THE POLITICS OF THE CITY-REGION IN MANCHESTER, ENGLAND

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Recent years have seen a variety of experiments in devising new arrangements for sub-national territorial governance and local economic development policymaking in England's provincial cities and regions. A succession of initiatives based initially on the English administrative regions, more recently on city-regional territories covering metropolitan areas, and latterly on supra-regional growth corridors have featured on the agendas of the Blair and Brown administrations.

Underlying these innovations has been longstanding academic interest in interpreting the emergence of what, to some commentators, is a new form of territorial policy and politics, linked from some perspectives to a broader reordering of the geographical organisation of the state. Some of these ideas have been criticised for their narrow focus on the diminishing power of the state and the tendency to overstate its extent and significance, for a related propensity to exaggerate the potential for regional and city-regional institutions to revive stagnant economies, and for a lack of empirical evidence of 'glocalization', beyond a few atypical cases (Lovering, 2001; Jonas and Ward, 2007).

The paper extends this critique by exploring the empirical experience of Manchester and the North West region of England. Firstly, the paper discusses national policy in England on cities and regions and how they can be interpreted. Second, it explores the particular ways in which this has been translated and applied in Manchester – a city viewed by central government as having made exemplary progress in developing a voluntaristic model of flexible city-regional governance on which other cities could draw (Burch et al, 2007: 37; Lyons, 2007: 148, 188), and identified by a number of reports as an appropriate test-bed to pilot various forms of formalised city-regional governance (Marshall and Finch, 2006; ODPM, 2006).

The paper develops the argument that the existence of multiple axes of regional institution-building, while stemming in part from the same stimuli, has resulted in protracted conflict, and the experience of Manchester and North West England demonstrates the changing degree to which this has shaped (and in some cases constrained) the development of regionalism(s) to date. The paper explores the contention that while this conflict could be viewed largely as one about the precise definition of the geographical spaces around which regionally-based interventions are organised – pitting administrative region against city-region, for example – the reality is a more complex one in which apparent territorial tension is superimposed upon underlying ideological friction. The more recent literature on the re-scaling of governance is accurate, it is hypothesised, in its emphasis on the contingency and ambiguity of region-building efforts, but underplays the degree to which this is based not on conflict between what in reality are socially-constructed territories and scales, but on a direction in sub-national economic development policy-making that is much more complex and less uni-directional than simplistic accounts of a shift toward straightforwardly 'neo-liberal' regionalism imply.

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CROATIA'S NEW REGIONS – HOW DO LOCALS COPE WITH EUROPEAN REGIONAL POLICY REQUIREMENTS?
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The focus of this paper is on understanding regional governance and new institutional relations and local responses to European regional policy requirements that are being imposed upon existing and future members of the European Union (EU). The EU accession process has political, economic and social implications, and involves significant changes. Croatia as an EU candidate country is an interesting example for analysis.

Croatia is geographically, historically and culturally a part of the European territory. Regions, as specific units within a national territory, are defined differently on EU level than in Croatia, where counties are far too small to be considered as regions in EU terms. The implementation of European regional policy requires “comparability” of territories, which is done on the basis of the Nomenclature of Territorial Units for Statistics (NUTS). After long discussions with the European Commission and Eurostat, Croatia has three “new” NUTS II regions (March, 2007): Adriatic, North-Eastern (Pannonian) and North-Western Croatia including the capital city of Zagreb. These regions are now acceptable for EU regional policy and funds. The main problem of Croatian regional policy, which will be discussed here, is that there are no institutional structures for managing regional development on this new regional level. While at the same time very interesting developments from the bottom-up can be observed. Regional development agencies established by the counties (i.e. regional self-governments) initiate development processes without a formal legal and institutional framework on this new regional level.

The empirical description of the complexity of relations between the existing institutions and the new institutional requirements of regional policy in Croatia will be enriched by a review of contemporary governance, planning and regional development theory. In this way empirical and theoretical insights will contribute further to confirming the main idea of the paper, which is based on the thought that regional development has to evolve from the bottom, but the initial push or supporting incentives have to come from above. Here we speak of a mutually enhancing development process, where efforts from above (EU and national level) and below (regions, counties, and local units) merge and contribute to overall development.

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BOOMING ECONOMIES, GROWING INEQUALITIES: URBAN POLARIZATION IN THE 2000S
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By most measures, the 2000s have been a period of remarkable prosperity for urban regions in the U.S. Buoyed by sustained economic growth and improvements in worker productivity, businesses today report profit rates unseen in 80 years. But remarkably, this powerful economic boom has not produced gains for most workers. To the contrary, wages, job security and access to employment benefits have declined for more than two-thirds of the workforce. The disjuncture between heady economic growth and rising job insecurity poses important challenges to local and regional economic development policies that emphasize economic growth over other concerns. Coming to terms with this new inequality means answering the underlying question: Does the phenomenon of growth without equity represent a break with the past, or a continuation of it?

This paper addresses the problem of growth without equity through a comparative study of the composition of employment growth in Los Angeles, Chicago, New York and other large urban regions. Modifying Wright and Dwyer's (2000) unique methodology, I use the Current Population Survey Merged Outgoing Rotation Groups dataset to compare patterns in industry and occupational growth during the 1990s, the recession of 2001, and the economic expansion that followed. This comparative study provides evidence of three important, but overlooked changes in the current economic climate. First, it demonstrates that employment inequality in the U.S. now intensifies, rather than shrinks, during economic expansions. Second, it shows that the pattern of employment polarization established in the 1980s and 1990s has deepened since 2001. Third, it reveals that the number of full-time, year-round jobs in many urban areas has stagnated as the economy has prospered. My findings ultimately suggest that employment inequalities in urban regions have deepened because of – and not in spite of – sustained economic growth.

This paper makes concrete methodological, empirical and theoretical contributions to the study of regional development. At the methodological level, it modifies Wright and Dwyer's methodology for evaluating national-level job growth to account for the problem of small sample sizes at the regional scale. Empirically, it provides a detailed and geographically specific accounting of job growth and economic fortunes during the 2001 recession and the ensuing economic boom. At the level of theory, it raises new questions about the growth-first commitments of local and regional economic development policies, and about the presumption that economic growth necessarily generates widely shared benefits.

The author is a Ph.D. candidate under the supervision of Nik Theodore (theodore@uic.edu)

This proposal is drawn from completed research with no connection to the author's dissertation.

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MULTI-LEVEL PLANNING IN ITALY BETWEEN REGIONAL POLYCENTRIC STRATEGIES AND NATIONAL INFRASTRUCTURAL "PLATFORMS"

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1. The questions on the table.

Since early 2000, Italy has been experimenting a "multi-level" approach to territorial planning and governance (Espo, 2006) through the creation of a possible "shared vision" between the following strategic planning levels:

- the regional one (expressed through the Territorial Plans of the Regions)
- the national one (expressed through the "National Strategic Framework")
- the European one (expressed through the European Spatial Development Perspective and the Eu programming).

The emerging questions are: do the strategic visions proposed by the Regions, with their Territorial Plans (inspired by themes from the European Spatial Development Perspective, the ESPD as, in particular, the spatial organisational model of "polycentrism", Nadin, 2002), intersect with the national strategic vision of the National Strategic Framework? And, in that case, in which way? - How can a "shared multi-level vision" be created?

2. Problematic points.

The creation of a shared vision, among these different levels, appears very difficult to achieve because:

- there is a conflict of interest between national level, on the one hand, which considers the regional visions as self-referencing and independent of an overall vision, and the Regions, on the other, which defend their own autonomy (also of visioning) as regards the central State.
- there is a divide and, sometimes, competition - both at national and regional level - between the economic vision (and relative planning) and the territorial vision (and relative planning), as inferred from the marginal or sectoral role, assigned to territorial questions, within the Strategic Regional Frameworks and the National Strategic Framework.

Besides, concentrating the attention more on the internal conceptual problems of "multilevel visioning", the creation of a shared vision seems to be very difficult to achieve not only because of the different interests and perspectives incorporated in the different visions, but also because the territorial visions currently in use (the European

"corridors", the national "platforms", the "polycentric regions" or the "polycentric platforms" etc.), even if they have a huge imaginative impact, often present, a priori, incoherencies and incompatibilities (Fabbro, 2007) which make their interaction difficult if not impossible at times.

3. Conclusions.

It is probably necessary to undertake a serious and critical analysis of the meanings of these visions, starting, first of all, from the "deconstruction" of the symbolic images used ("corridors", "platforms", "polycentric regions") and of their underlying "narratives" (Ohillips, Hardy, 2002), before asking whether - and how - it is possible to integrate the various visions with each other. But this alone appears not to be sufficient. The various planning levels (European, national, regional and local), instead of exhausting themselves, each on their own account, in the prefiguration of separate visions, should also endeavour to share a minimum common territorial description and interpretation (a sort of common "evidence based" knowledge, Davoudi, 2006), otherwise the different "visions" will do no more than reproduce, in a more or less imaginative manner, the divergent interests represented by the various levels.

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INTRODUCTION TO PRE-ORGANIZED SESSION DECLINING SUBURBS IN EUROPE, THE UNITED STATES AND LATIN AMERICA

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This pre-organized session will analyze suburban decline in two European cities (i.e., Berlin and Paris), a North-American city (i.e. San Francisco) and two Latin American Cities (i.e., São Paulo, Brazil and Guadalajara, Mexico) as different instances of skipped-over

places in the geography of globalization. Although the history of suburbanization processes of European, US and Latin American cities are very different, industrialization and economic restructuring played a very important role in postwar suburbanization and on the future of the postwar regional metropolis, as a result of the global industrial and commercial shift from the North Atlantic seaboard to the Western Pacific Rim (Dicken 2003). This global shift, which has privileged some regions over others, has had profound consequences in both developed and newly industrialized countries (NICs). Intra-metropolitan regions connected to the global circuitry of economic flows (i.e., high-tech industries, finance, and advanced producer services) have generally prospered, while those with high concentrations of blue-collar industries have stagnated and declined (Castells 1996, Sassen 1995, 2002, Lo and Marcotullio 2000, Harvey 2000). The ascent of neoliberalism and trading blocs, widespread de-industrialization, international and domestic immigration, post-war demographic transitions, new rounds of technological restructuring have had profound implications for European and Latin American suburbs generally embedded in expanding metropolitan regions. This session will examine five cases: the “red-belt” inner-suburbs of Paris, the shrinking suburban areas of the Berlin-Brandenburg Metropolitan Region, the post-industrial suburbs of San Francisco, Guadalajara’s struggling silicon valley, and Sao Paulo’s first-ring suburbs as glocalised manifestations of suburban transformations in the postmetropolis (Soja, 2000). The Parisian case traces the suburban evolution from thriving industrial periphery in the 1960’s, the “Red Belt”, to a current suburban ring marked by a fragmented transformation process. Some parts of the Paris suburbs host the inner suburban “cités”, well known for the 2005 riots, whereas other suburban communities are experiencing a dramatic post-industrial mutation characterized by the development of high tech and service activities. The Berlin case investigates the differentiated shrinking processes that are taking place within the Berlin-Brandenburg Metropolitan Region. It underlines the factors explaining the development of the urban fringe while some parts of the suburban ring are shrinking and emphasizes the relationship between shrinking processes in the city core and in the suburbs. The San Francisco Bay Area case reflects a recent and not so typical example of city shrinkage, triggered by economic changes related to “post industrial transformations of a second generation”. The Latin American cases of São Paulo Brazil and Guadalajara, Mexico focus on the effect of decentralization of industry in older industrial suburbs. The new industrial regions at the metropolitan edge such as the ABC industrial region in southeast São Paulo, and the decline of Guadalajara’s silicon valley are presented as examples of the role of multinational corporations in the linking and de-linking of places from the geography of globalization and their contribution to the growth and decline of urban regions.

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DECLINING SUBURBS IN THE PARIS REGION : A FRAGMENTED TRANSFORMATION PROCESS

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In the Paris Metropolitan Region, the transformation of local productive systems gave birth to a polarization of regional spaces and a growing imbalance among urban territories (IAURIF, 1999). While a number of “pôles d’excellence” were the winners of economic restructuring, some industrial spaces were left behind by this process, thus intensifying social differentiation among urban territories (Behar et al., 1999 ; Beckouche, 2001). In some parts of the Paris region, the post-fordist transformation and the deindustrialisation process created large pockets of poverty and unemployment, especially in the first suburban ring (Bacqué et Fol, 1997). These areas are not only suffering from numerous social problems, but they are also characterized by economic and demographic decline. Nevertheless, cities have not all reacted in the same way to globalization: local context and strategies matter in addition to global change in determining the shape of urban transformation (Amin and Thrift, 1994).

The inner suburbs of Paris well reflect the diversity of “first suburbs” in Europe, those places in industrial countries that developed first after their city centers (Puentes and Warren, 2006 ; Lee and Leigh, 2005). The city of Paris started to lose population as early as the beginning of the 20th century but for decades this loss has been by and large compensated by growth in other parts of the region. Since the mid-seventies the process of shrinkage has been taking place in the inner suburbs of Paris. Today, it is still affecting a number of suburban towns, even though the first ring is growing again as a whole (but at a slow pace). This part of the region is very specific regarding its economic, social and political history. From the end of the 19th century, the first suburban ring has been characterized by very strong industrial development and a numerous working class. In the first decades of the 20th century, a large share of the municipalities was gained by the communist party, giving birth to the “red belt” of Paris. During the 50s and the 60s these suburbs had a very fast demographic development fed by immigration and social housing policies (Bacqué et Fol, 1997). A shift occurred in the seventies, led by two types of factors. Firstly, the deindustrialization process of this part of the Paris region resulted in the relocating of most of the big manufactures in the periphery of the region or in rural

areas. Secondly, the first suburban ring, especially its poorest parts, experienced a “flight” to the outer suburbs of many middle class households in search of a “better” urban and social environment and the possibility of buying their home (Berger, 2004). Only the lower-income households remained in the large social housing estates of the inner suburbs, becoming captive of the so-called “cités”, these well-known districts where the urban riots took place in November 2005. Today, local actors in inner suburbs are facing difficult challenges : as part of their territories are attracting new investments while other parts remain among the poorest of the country, they have to deal with socio-spatial fragmentation and tensions between economic redevelopment and social exclusion.

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FROM THE CREATIVE TO THE VITAL CITY AND REGION

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Harold Innis used the interface, or borderline situation, to present a new world of economic and cultural change by studying the interplay between man's artifacts and environments created by old and new technologies. By investigating social effects as contours of changing technology, Innis discovered from the alphabet onward, the great vortices of power at the interface of cultural frontiers. Marshall McLuhan and Bruce R. Powers, *The Global Village: Transformations in World Life and Media in the 21st Century* (New York: Oxford University Press, 1989), p.155.

‘Creativity’ in cities is associated with economies of agglomeration. It is presumed that density and proximity to centers of physical concentration of human capital and resources is what matters in making places productive in economic and cultural terms.¹ The paradigm is by no means watertight however: we see ‘creative cities’ that are not dense (Storper & Manville), clusters of creative firms who do not apparently talk to each other (), a lack of a dynamic dimension in the ‘density and distance’ basis of the model, and an over-emphasis on the interests of consumer capitalism at the expense of the urgent issues of citizenship, community and sociality in an urbanism of movement, migration and change.

We review a number of key concepts, (region and territory; substantive and processual objects and places; structure and network; global and local) putting the spin of a particular brand of ‘complexity

thinking’ on the discussion in the light of ideas from Isabelle Stengers, John Urry, John Law, Chunglin Kwa and Katherine Hayles amongst others. We then review the issues of hierarchy and scale in relation to networks, finding that network topologies themselves produce some of the key (forgotten) hierarchies necessary for understanding the relations between different scales in urban thinking.

We propose a way forward through looking at the way certain ‘social forms’ are supported by technologies and infrastructures (Lash – ‘technological forms of life’) and the way these infrastructures (starting with tables (Arendt) and houses) create spatial ‘fields’ or ‘regions’ within which we act. We propose that these infrastructures produce both the spaces of possibility of our actions and, crucially, the scales at which we act – scales these infrastructures and technologies both frame (make coherent and available) and enable. We then propose that it is at the interfaces of different ‘fields’ or ‘regions’ that the urban qualities we understand in situ as ‘centrality’ emerge. We propose hypothetically that this is due to the ‘creative’ power of ‘weak ties’ (Granovetter) and then extend Granovetter’s argument to argue that relations across scales are crucial for the emergence of in situ ‘vitality’ in cities.

We illustrate with examples taken from research on the historical development of Berlin.

1 M. Porter, *The Competitive Advantage of Nations* (1990). For an overview of diversity and concentration effects, and empirical testing for The Netherlands see Van Oort, *Agglomeration*.

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REGIONAL SPATIAL STRUCTURE AND ECONOMICS IN THE U.S.

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Through the middle and end of the twentieth century, many Americans aspired to have an attractive home with a lawn, within reasonable driving distance to an urban center. This national ideal cultivated an image of a worker commuting from any one of a dozen suburbs to a region's city. In the 21st century that image is changing

to an image of a region with multiple nodes, edge cities, and complex spatial patterns. Examples abound. Consider Tysons Corner, outside of Washington, DC. Tysons Corner was once a mere crossroads, then later a budding suburb. Today Tysons Corner is the seventeenth largest central business district in the country. Ironically, Tysons Corner remains unincorporated, parts of two other towns' postal areas; we continue to treat it as a piece of land between other suburbs (Fogg 2007). This slight is indicative of a broader failure to recognize the vast and significant changes, including economic ones, that are evident in the spatial structure of regions.

As these changes have come to bear on American society, the study of spatial structure and commuting has gained popularity. Scholars have investigated a wide range of economic and social processes through the lens of spatial structure: the development of regional economies (Van der Laan 1998), the influence of changing prosperity and employment growth on commuting (Schwanen 2004), the drivers of the non-metropolitan turnaround (Henry et al. 2001; Renkow and Hoover 2000), community development issues related to the choice to commute or move (Eliasson et al. 2003), the impacts of housing segregation (Gottlieb and Lentnek 2001; Shen 2000), and the role of planning and planning goals in influencing the commuting patterns of various groups (Rouwendal and Meijer 2001).

This paper investigates the hypothesized relationship between regional spatial structure and regional socioeconomic standing. I first develop a typology for regional spatial structure that is based in commuting patterns and departs from van der Laan's (1998) concept of spatial structure. The typology is built around three classes of regional spatial structure: a nodal pattern, a local multi-nodal system, and a regional multi-nodal network. This paper extends van der Laan's concept by investigating the importance of strength of commuter flows between nodes and by distinguishing types of nodes, i.e. central cities, suburban places, and rural communities. This paper then uses logistic regression to test the hypothesized relationship between regional spatial structure and regional socioeconomic standing. The results inform a discussion on policy implications.

Evaluating the relationship between spatial structure and regional socioeconomic standing holds importance for planning practice. Relating spatial structure and regional socioeconomic standing challenges the academic distaste for place-based economic development strategies. If economic evolution encourages spatial change, is it unreasonable that the encouragement of spatial change could enable economic change? Through place-based strategies, cities might benefit from an investment in suburban education, or a neighboring county's parks. For the planning of resource use in regions, the study of regional spatial structure and economics might have serious implications.

Commuting data is provided by the Census Transportation Planning Package 2000. Data for intervening variables, based on an extensive literature review, come primarily from the U.S. Bureau of the Census. Regions are defined using the Office of Management and Budget's Metropolitan Statistical Area definitions, with filters to restrict the sample to multi-county regions that include rural areas (Isserman 2005). This filter allows me to control for rural amenities.

This research is part of a nearly complete dissertation proposal. I anticipate that the proposal will be accepted well before the ACSP/AESOP Joint Congress. My dissertation is being overseen by Professor Sara McLafferty (smclaff@uiuc.edu) and Professor Andrew Isserman (isserman@uiuc.edu), who serves as my academic advisor.

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- [721]**
THE "SYMBOLIC FUNCTION" OF METROPOLITAN AREAS - A SET OF INDICATORS FOR PLANNERS TO MANAGE THE DECISION MAKING PROCESS FOR METROPOLITAN AREAS
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- Since several years, a term of the regional policy in Germany succeeds. The new keyword is Metropolitan area. Large German cities with their periphery contest for the position as Metropolitan Area in an European and global competition (Blotevogel 2007: 1). In 1995, the Ministerial Conference on regional planning (abbreviated in German MKRO) nominated six Metropolitan Areas in Germany. Furthermore, in 2005 four German Metropolitan Areas were added. Therefore, Germany has currently eleven Metropolitan Areas and several cities, which would like to be one. The scientific world starts to justify and reduce these nominations. The term Metropolitan Area comprises as well functions as a spatial category (Blotevogel 2005: 642). The first three functions of Metropolitan areas are:
1. The decision-making and control function,
 2. The innovation and competition function,
 3. The gateway function.
- For these functions already, some category groups with indicators exist.
- Nevertheless, the existing indicator set missed the possibility of a symbolic production. This link does not refer to the economic part like the advertising industry, but rather on the offer and diffusion of images, fashions, vogues, culture and standards, all these in various forms (Blotevogel, Danielzyk 2005:6). Because the term of

Metropolitan Areas is linked to images, which possess an attraction for this geographical category a new function emerges approximately in 2006, the Symbolic function of Metropolitan Areas.

This is the reason for the success of Metropolitan Areas: Attributes like modernity, innovation and internationality are associated with these areas (Knieling, Petrin 2006:1). The Symbolic function of Metropolitan Area underlines these so-called attributes.

Therefore, a quantitative indicator set for defining the Symbolic function was realised, as research project at the department of regional planning at the Dortmund University of Technology. Hence, the results were two category groups with eight indicators each. The research was based on the collection and the sampling of official statistics and scientific discussions.

At the ACSP/AESOP-conference 2008, I would like to present this indicator set for the German Metropolitan Areas and discuss the possibilities to transfer, enlarge or reduce the indicators. In an international comparison, the current research results can contribute to manage the decision making process for Metropolitan Areas. I realised this work at the chair of regional planning of the Dortmund University of Technology with Prof. Hans H. Blotevogel and I hope to get some inspirations for my PhD-thesis from the discussion.

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THE STATE OF THE REGIONS: THE INDISPENSABLE ROLE OF THE STATE IN BUILDING INTRA-REGIONAL COOPERATIVE CAPACITIES IN THE NETHERLANDS

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The resurgence of the regions as promising scales to tackle compelling spatial-economic challenges and promote competitiveness still dominates both European and federal/national policies. Regions in return, struggle to find suitable mechanism enabling them to bring their internal scattered forces together and respond adequately and efficiently to both challenges and opportunities they detect.

In the Netherlands the search for adequate governance practice did not lead to far reaching constitutional amendments or governmental reforms aiming to ease the regulations of regional policy making. Instead, voluntary regional cooperative associations appeared promoting coordination and collective action within the region with varied degree of success.

This paper uses principles of competitive strategic planning in order to evaluate the strategic capacity of two regional associations in the Netherlands – the North Wing of the Randstad and BrabantStad.

Even though both associations have a strong inter-governmental character, both aim to endorse regional competitiveness and both

operate in the same national context, they show different capacities in combining their internal forces strategically and coherently.

How come under similar institutional conditions the one shows better capacity to collaborate than the other? Which variables determine the difference?

Based on interviews with key actors and documented outputs the prevailing role of the central government is revealed. The central government appears, when analyzing the intra-regional cooperation, as a crucial force that can stimulate the initiation of a voluntary regional cooperation and its lasting duration. On the same token, lack of coherent position from the central government and its ministries towards the regional cooperation hampers the capacity and the enthusiasm of regional partners to cooperate intensively.

The essay will end with some concluding remarks concerning the role higher governmental tiers like national government still have in creating favorable institutional conditions to promote meaningful intra-regional cooperation.

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REGIONAL AND LOCAL PLANNING IN SCANDINAVIA

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In this paper we outline the main features of the planning system in the three Scandinavian countries and the challenges facing it in regional planning. We also present how local authorities in rural municipalities near Oslo (the capital of Norway and country's largest city) view the problem - and how they adjust to it. We will then compare the "Oslo-Case" with what is happening in the Copenhagen-area (the capital of Denmark) and Malmö-area (the fourth largest city in Sweden). How does the regional plan effect planning on the municipal level? And how does a low density housing policy in the outskirts of the city effect the region as a whole?

Rural regions in Scandinavia have a population decline. Some municipalities that lie beyond the traditional suburbs, but nevertheless within commuting distance of urban centres now try to attract new residents, by offering large, attractive building sites, with plenty of space to the neighbours. However, local councils in such "rurban" areas could run into problems putting the ideas into practice because this low density housing model in many ways contradicts the planning policy pursued by central and regional government, which has always tended to favour high density housing in urban and rural communities. Low density housing could become something of a "planning problem". This at the same time as Norway's, Sweden's and Denmark's agricultural policy is being revamped. Collected under a new multifunctional agriculture label, the Government's new

agricultural strategy is meant to promote attractive housing schemes in rural areas. While multifunctional agriculture expresses the Government's wish to cut red tape, it also indicates the widening gap between agricultural and planning policy goals. In consequence, municipalities with lots of space and little developmental pressure are increasingly criticizing the current planning system.

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IMMIGRANT HOUSING PATTERNS IN POLYCENTRIC REGIONS

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Immigrant communities are an increasingly important element in cities in America and in Europe. In the past, these groups were concentrated in large, gateway city centers, but recent political and demographic shifts are reorganizing urban landscapes. Coupled with the new dynamics of immigration in response to a changing global economy, it is time to re-examine the settlement patterns of immigrants throughout entire regions.

The polycentric regional model has gained popularity on both sides of the ocean as a way of relieving urban congestion and boosting economic competitiveness. As part of associated decentralization policies, many housing policies and urban redevelopment programs in the United States and Europe currently aim to spatially disperse immigrants throughout metropolitan regions. The availability and spatial distribution of affordable and appropriate housing for immigrants is an important factor in this strategy. Immigrants, due to discrimination, lower socio-economic status and limited mobility, tend to experience high levels of vulnerability in housing markets.

Through a comparative framework, this article hopes to illustrate the promises and challenges of polycentricity for the deconcentration of immigrants based on case studies of three polycentric regions in the U.S. and Europe: the San Francisco Bay Area (U.S.), the Randstad (Netherlands), and Emilia-Romagna (Italy). Using demographic data from the US Census and European sources, it will describe the nature of polycentricity and the observed immigrant settlement patterns in the three case-study regions. This descriptive overview will then be followed by a discussion of several factors related to housing that correlate to where immigrants settle. The latter part of the article will examine how government structures, policies and programs influence the supply and distribution of housing for immigrants. The final section will prescribe avenues for future research.

Although the contexts of the United States and Europe are quite different, there are lessons planners and policy makers on both sides of the ocean can learn from each other. This paper will be useful to professionals for raising awareness of the spectrum of local experiences and presenting different policy strategies. A cross-

Atlantic comparison of the role of housing in the integration process will help American and European professions gain a broader perspective on the available tools for promoting integration and equitable housing for immigrants.

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STRATEGIC PLANNING IN COLLABORATIVE SETTINGS - THE CASE OF WEISSERITZ-REGIO

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Regional development comprises a complex spectrum of established and emerging policy issues. Consequently, multiple social settings (e.g. forums, arenas) are important, for instance, to place new issues on the agenda and to link them with established themes. Case studies give evidence to the general notion that, from the viewpoint of multiple policy issues and settings, fluidity is more likely than lasting stability (Healey 2007). Uncertainty and ambiguity cannot be avoided, but can be seen, under specific circumstances, as opportunities for creative solutions (Albrechts 2005). However, this makes policy initiatives more complex and uncertain too. This holds true especially for attempts to foster strategic planning because in this case the transformative purpose of planning, the long term, and multiple spatial references are at stake. Against this background, the paper asks what factors are important for strategic planning in collaborative settings (Bryson 2004). It uses the example of Weisseritz-Regio as an example.

Weisseritz-Regio is a non-statutory collaborative arrangement that involves all local and state authorities relevant for the Weisseritz river catchment (e.g., municipalities, regional planning office, agencies for environmental protection and flood protection) as well as NGOs. Furthermore, scientific institutions are included, especially the IOER – Leibniz Institute of Ecological and Regional Development. The IOER played an important role for initiating and organizing the collaborative setting of Weisseritz-Regio. The Weisseritz river is a left tributary of the Elbe river within the city-region of Dresden and has become well-known due to the flood disaster in August 2002. Weisseritz-Regio as a collaborative setting was initiated shortly after the disaster. It is organized in accordance with the method of "Regional Management". This method argues for a two-level system of interaction ("Assembly of institutional members and steering group", "Working groups"). Weisseritz-Regio is situated in a context of an "active" state. For instance, the Free State of Saxony invested heavily in structural measures to improve flood protection.

Up to now, the contribution of Weisseritz-Regio to improve long-term flood risk management in Dresden is modest. It is unlikely that organizing joint activities in this collaborative setting induced

transformative processes at local and regional level. Therefore, it is uncertain whether this regional policy initiative can count as true example of strategic planning. However, the example sheds light on factors that influence if and to what extent strategic planning can develop. Based on a longitudinal, single-case study with regard to Weisseritz-Regio, the paper proposes a variance model (Van de Ven 2007) to explain the extent of strategy making of politicians and officials from local and state authorities in (non-statutory) collaborative settings. The model comprises factors like “Collective experiences”, “Institutional constraints” and “Activity level of state authorities”, as well as “Methods”, “Type of initiating collaborative settings”, and “Perceptions of decision-makers with regard to multiple policy initiatives”. Hypotheses on relationships between variables are proposed and suggestions for elaborating as well as testing the model are made.

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THE EXPERTS SET OUT TO KNOW THE CITY: ESSENTIAL AND PERTINENT FACTS FOR REGIONAL PLANNING AND THEIR USE, 1907-2007

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The collection of data on social and economic conditions, once known as the “survey,” has long been a part of the planning process. The basic idea has been to get some notion of how people are faring using measures of income and poverty, housing quality and cost, labor force status, commuting behavior, educational attainment, and more. Early planning efforts gathered this information by walking the city: “The experts set out to ‘know the city.’ Together with a stenographer they covered on foot every part of the city and the outskirts in a series of fifteen 1-hour to 5-hour tramps, some 64 miles in all. Whenever either of them noticed any feature whatsoever that called for consideration, he dictated a memorandum with regard to it. the investigators grouped these memoranda under twelve different heads. Then a careful study of each separate subject was made and the main facts were grouped under a general heading called ‘Data’ (Goodrich and Ford 1913).”

Obtaining data has become easier, but using data remains a challenge. The dilemma faced by Cass Gilbert and Frederick Law Olmstead is still common. In 1907 they commissioned a study of conditions in New Haven. Unable to figure out how to use the study, the statistics were relegated to an appendix of the city plan (Scott 1965). Two decades later Robert Haig tried to figure out what data mattered for planning: “No general agreement existed as to the facts which were essential and pertinent for an analysis of the operation of economic forces under conditions of collective action such as those contemplated by a regional plan. . . . It was necessary to break new ground. (Haig 1928, 114)”

This paper is an intellectual history of what planners considered important as revealed by the data they collected and a history of what planners considered legitimate as revealed by the way they linked this data to the future. It examines the quest (1) to identify features that

“call for consideration” and are “essential and pertinent” and (2) to forge meaningful connections between the plan and the numbers. What facts planners consider pertinent, what planners do with the facts they collect, what role those facts are given in the planning process, and whether and when there is “general agreement” on any of these matters are windows through which planning practice is seen shifting dramatically but uncertainly. Leaders at the midpoint of this century of practice, such as Hans Blumenfeld, Stuart Chapin, Benjamin Chinitz, Homer Hoyt, Walter Isard, and Harvey Perloff, shaped practice for decades in ways that do not match more recent sensibilities.

The study is informed by a review of JAPA and its predecessors, the Green Bibles, the comprehensive plan surveys for New York Regional Plan Association from 1927 to the present, the regional analysis and forecasts in other noteworthy planning efforts, and the practices recommended by textbooks and handbooks.

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THINKING METROPOLITAN: PLANNING FOR SUSTAINABLE DEVELOPMENT IN THE AMSTERDAM AND VANCOUVER METROPOLITAN REGIONS

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As urban growth stretches both the spatial margins and conceptual parameters of the city, the metropolitan city-region comes increasingly into play within the discourses and practices of planners, city officials and academics. At the same time, the tensions between global processes, social values and ecological imperatives are shaping the contours of sustainable development as a compelling paradigm for progressive planning. These spatial constructs and planning innovations come together in the contemporary experiences of two instructive metropolitan city-regions: Amsterdam and Vancouver, exemplifying the struggle for sustainability. In this paper we will address issues of globalization, competitive advantage, social polarization and environmental pressures as observed in the Amsterdam and Vancouver metropolitan regions, drawing on theoretical work, planning documents, and our own research on each city. This analysis will also acknowledge the new urban-regional narratives for Amsterdam and Vancouver, as represented in the recent adoption of ‘metropolitan’ in the labeling of each region, suggesting a new phase of development as well as an enlargement of planning scope. The experiences of these exemplary, medium-size metropolitan cities, widely seen as at the vanguard of planning innovation, will be of interest for planners as well as for other cities at the threshold of metropolitan consciousness.

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[728]

REGIONAL COMPETITIVENESS AND QUALITY OF LIFE: THE CASE OF PORTLAND AND STUTTGART

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Urban development strategies aimed at increasing regional economic competitiveness and strategies to preserve a city's quality of life have increasingly become interconnected. The two fields – economic development and quality of life – have traditionally been separate and defined by different planning goals, outcomes and sometimes conflicts. However, we observe – at an international level – that cities utilize a combined perspective to enhance their economic standing. This is partially rooted in the universal decline of manufacturing and the rise of knowledge-based economies. In this paper, we examine and compare urban development strategies aimed at promoting economic competitiveness and quality of life in Stuttgart (Baden-Württemberg/Germany) and Portland (Oregon/USA). Both regions have strong regional planning regimes and their economies are transitioning, making them ideally suited for a comparative study. We find that the two fields are increasingly intertwined but that the connections play out very differently depending on the national context and local circumstances. Traditional conflicts, however, still exist and urban planners need to be aware of those. We conclude that regional economic development and planning must adopt a two-pronged approach to promote economic competitiveness and quality of life: Planners have to focus on the connection between the economy and quality of life.

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[729]

LINKING RESILIENCE AND SUSTAINABILITY IN OHIO TOWNSHIP PLANNING

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The concept of resilience as applied to ecological systems espouses the ability of a system to withstand, adapt, and thrive in the face of perturbations in the environment. The concept has similarly been applied to an urban environment as it faces risks such as global climate change, environmental hazards, economic recessions, population shifts, and land scarcity. Resilient communities are ones

that prepare for and react to disturbance in a way that may create opportunities for innovation and development (Folke 2006). Principles of sustainability as proposed by Berke and Conroy (2000) support the conceptualization of a resilient urban system by promoting a livable built environment, harmony with nature, polluters pay, responsible regionalism, place-based economy, and social equity. These principles have been measured as an assessment of plan quality in general, and more specifically as measures of plan policies' support of sustainable development. They may also have a similar relationship to measuring how well a community is prepared to manage its future in the sense of resiliency as reflected in comprehensive plan policies.

The rural to urban land use conversion pattern across the U.S. has led to outcomes that run counter to notions of both sustainability and resiliency: automobile dependence, loss of open space and agricultural practices, increased impervious surfaces, and loss of fauna habitat. Ohio is no exception to such development characteristics which often occur in unincorporated townships beyond the urban core. Townships are frequently ill equipped to handle the growth pressures they have seen in the past 30 years (Clark et al. 2003). Many have enacted zoning to regulate land use (Clark et al. 2003), but fewer have taken steps to comprehensively plan for community development as a whole. They typically lack professional staff as well as the financial and temporal resources to undertake such an approach.

We connect the concept of community resilience with that of sustainable development through the examination of Berke and Conroy's (2006) six principles of sustainability. We then use those principles in the content analysis of 44 comprehensive plans of townships in Central Ohio. Based on that analysis, we assess the manner in which these at-risk communities are preparing for and adapting to growth and change.

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[730]

REFLEXIVE GOVERNANCE ON THE BOUNDARIES OF 'LOCAL PRACTICES': THE CASE OF THE AMSTERDAM HARBOUR

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This paper investigates on contemporary planning dynamics and 'reflexive' new forms of governance. Emerging new arenas of cooperation mark the urgency for coordination and communicative actions towards new paths of flexibility, which collaborate to new vocabulary for planning practices. Ultimate master projects with coherent courses of a priori finalities, which marked the modern patternization of organizations, hierarchies and decision-making, are recently changing their semblances. This paper explores the creation of a new dialogic panel focused on innovation and regionalism in/for the Amsterdam harbour. This project shows how new contemporary reflexive governance processes Re-define a series of principles for future sustainable innovative practices at work through a public mobilization, participation and discussion. Running side-to-side – as an alternative form – to other current fields of decision and regimes of practices, the project for the regional dialogue in the Amsterdam harbour emerges as a friendly local experimentation in an attempt to achieve more public and peaceful transitions of power. This 'system innovation project' is here investigated through the eyes of a 'reflexive monitoring'.

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TRANSIT PLANNING IN POLYCENTRIC REGIONS: THE CHALLENGE OF SCALE

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Transit investment is currently a popular solution to problems associated with contemporary development patterns, particularly sprawl, congestion and related automobile emissions. Although mobility patterns correspond little to existing rail transit systems, many polycentric regions, on both sides of the Atlantic, have invested or plan to invest heavily in rail transit. In the abstract, rail transit investment may enjoy a broad base of political support, at times including business leaders, environmentalists, residents concerned with quality of life issues, equity advocates and government agencies. However these different actors frequently have disparate priorities and perspectives, and thus specific transit proposals can be laden with conflict. This paper's examination of scale as a frame lays the groundwork for planners and policy-makers to question implicit framing in these conflicts and develop methods for grappling with different scales.

Scale is a relatively unexamined but fundamental frame shaping the process of transit planning and the perspectives of actors within these processes. Rail investments seek to enhance accessibility at particular scales, for example local, metropolitan or regional. This paper analyses how implicit concepts of scale frame transit investment and planning processes in three polycentric regions, the San Francisco Bay Area (U.S.A), Bologna/Emilia-Romagna (Italy) and the Randstad (Netherlands). In each region, transit plans, investments and planning discourse reflect multiple scales, in ways specific to each area's history, morphology and local actors. Furthermore, formal and informal governance institutions exist in both nested hierarchies and networks. In addition to examining these multiple scales, this paper situates scale as a frame within a broader conceptual schema, which argues the political importance of the construction of scale in transit planning and governance. Scale is simultaneously a frame for perception and dialogue, as well as strategic device. In both capacities, concepts of scale shape governance processes, which in turn create transit infrastructure that may profoundly influence spatial patterns.

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[732]

'SUBURBS, SPRAWL, PLANNING AND SPATIAL JUSTICE AS VIEWED THROUGH DEVELOPMENTS IN GAUTENG CITY REGION, SOUTH AFRICA'

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Urban planning has at times constituted one of the key means of attempting to attain diverse goals in the increasingly critical areas – city regions – in which an increasing proportion of populations live. Two of the major goals of urban planning are urban efficiency, in recent decades framed increasingly in terms of managing the footprint of cities on the broader environment; and the pursuit of spatial justice. It is increasingly argued that the efficiency and environmental performance which urban planning seeks to achieve, are not attainable under conditions of spatial injustice, and that city regions constitute the scale at which this claim can be tested.

Across the world, major city regions remain marked by high degrees of spatial injustice, with poorer populations – often etched in ethnic distinction from dominant groups – segregated into unfavourable environments, less well serviced and generally less desirable and adequate to social and individual needs. The idea that achievement of environmental goals depends on achieving greater spatial justice has held such sway that some have even argued that planning and the search for spatial justice are equivalent. Others argue that they are almost mutually exclusive, since the results of planning are frequently quite different from explicit goals and intentions.

In South Africa the legacy of apartheid makes the search for spatial justice the focus of any planning activity. Presently powerful patterns of suburbanisation and the location of new housing projects in peripheral urban situations within the major city regions has tended to deepen rather than alleviate the legacy of apartheid and there is a widespread search for ways of (1) achieving progress towards spatial justice and (2) reducing the negative environmental impacts associated with the sprawling forms of urban development in evidence. In Gauteng, a province which constitutes a city region with a population of approximately 10 million people (centred on Johannesburg and neighbouring jurisdictions) these patterns are highly evident and public authorities are attempting to address them, but face considerable difficulties in translating broad policy into effective practice. Grappling with spatial injustice at city region scale proves both fundamental and elusive.

The proposed contribution will explore the questions of 'suburbanisation' and 'sprawl' in relation to the practice of planning and the goal of spatial justice using the Gauteng City Region case for illustration. Parallels with select other city regions (Île-de-France, São Paulo) will be drawn.

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BRIDGING THE DIVIDE IN CAPITALIST AND POST-SOCIALIST SHRINKING CITIES

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Capitalist and socialist cities and regions might play different roles in building communities but when the city shrinks they share common elements of what can be characterised as a 'shrinkage identity'. Urban shrinkage is not a new phenomenon; it has occurred in different countries, at different times and in different ways. Especially under the literature of industrial decline and urban development generations of shrinking cities have been reported

(Couch et al, 2001, 2005; Reckien 2007; Rieniets, 2005). Shrinking cities show certain independence from the country political context, and a certain dependence on the effects of globalisation on local industries (Martinez-Fernandez & Wu 2007). As our case studies from Australia, England and Eastern Germany witness, urban/regional shrinkage occurs in capitalist and (post)-socialist political environment alike.

Two major causes for industrial decline and urban shrinkage can be observed in these cities. First, a structural dependency on industries with low level of knowledge intensity which are not able to transfer fast enough into the new knowledge economy produces a decline of industrial activity. Secondly, a spatial mismatch between urban functions, e.g. between the one big employer where knowledge circulation and acquisition might be intense, and the city small and medium enterprises that might share little of the knowledge generated at the main industry headquarters. The city is then divided between the people who move away and gain on the burden of those left behind, and between the environmental and financial burden for the community versus the costs to firms, which often are low due to tax incentives.

The effects of industrial structural dependency and the mismatch of urban functions can have devastated effects, often reported as vacancy buildings and abandoned housing stocks but it is the silent disappearance of skills and talent what can have a more dramatic long-term impact on the innovation systems of these cities. Some innovative approaches to planning and governance can help to bridge the divide thought. The case studies discussed in this paper show, for example, some post-socialist cities that after a period of strong decline in the 1990s and the breakdown of the socialist governments, nowadays have stabilised their population and new emerging economic activity is happening. In some of the capitalist cities plans are in place to achieve a better city; less divided that 'shrinks smart'. The paper poses some question related to the role of spatial mismatches in shrinking, old industrial capitalist and (post)socialist cities.

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**INTRODUCTION TO PRE-ORGANIZED SESSION
PLANNING CHALLENGES OF SHRINKING CITIES IN THE
NORTHERN HEMISPHERE**

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This pre-organised session will present 5 papers on the
planning challenges of shrinking cities from Asia (Japan and China),
Europe (Germany), and North America (USA and Canada).
Academic research and planning practice have traditionally focused
on celebrating city growth, searching actively for best practices,
scenarios of city competitiveness and regions of success. However
other cities are emerging as a focus of study in a neglected field – the
so called ‘shrinking cities’ and the many paradigms they involve
(Andersen, 2005; Popper & Popper, 2002; Duany et al, 2000). The
problematic of these cities and regions is not unique to one country
or continent; shrinking cities are found in every corner of the world
(Rieniets, 2005). The ‘divide’ in these cities involve many forms;
from the financial challenges of investing in urban infrastructure, the
negative impacts on businesses and entrepreneurship due to the drain
of skills and talent, to the vacant blocks in once vibrant urban space
(Martinez-Fernandez, 2008). The recent analysis of urbanisation
processes in shrinking cities, however, provides an innovative line of
enquiry of the challenges confronting regions and in the regional
planning discipline (Polese et al, 2006; Orfield, 1997).

This session will examine five cases proposing specific challenges
for today’s planners and urban managers: ‘big-box’ developments in
Japan and their contribution to shrinkage and growth; shrinkage in
the hyper-growth Chinese economy; the potential sites in Berlin and
their after-use; the changing role of planners in shrinking cities in the
US and Canada; and culture and creativity as drivers of urban
regeneration in shrinking cities. The Japanese paper looks into the 15
year-long recession of Japanese economy where small-medium
shrinking cities have suffered financial difficulties and competed
against other cities in luring big-box stores to increase property-tax.
The case will focus on the Toyota City Metropolitan Area, a city that
strictly regulated the expansion of suburban big box stores to stop
sprawl developments but with unexpected results. The paper on
China also analyses the effects of regulation but in a context that has
received relatively little attention in the international literature of
shrinking cities – the question whether shrinking cities or towns are

also found in a fast growing economy with population increase, such
as China. While many of the forces and processes observed in other
countries may apply in China, one of the most important processes
that is leading to shrinking or expanding villages and townships are
the administrative reforms that started in the 1990s and continuing
today. This particular case will provide data from one urban region,
Yixing City, about 200 km west of Shanghai, in Jiangsu Province.
The Berlin paper explores an interesting feature of shrinking cities in
declining regions: an increasing offer of potential sites. These sites
enclose previously developed sites, under-utilised sites and sites
which will lose their purpose in the foreseeable future. The growing
supply of sites is in conflict with the changed and often decreased
demand for land within the city. The main question for the further
development of the city is: which sites are suitable for which after-
use? The example of evaluation of these sites in Berlin provides an
approach to value the developing potential of available sites in
Shrinking Cities. The 4th paper explores the role of planners and
whether this is changing in shrinking cities where planning
professionals now find themselves in an entirely new situation in
which traditional planning models and theories no longer provide
adequate guidance. This study compares the role of planners in two
shrinking cities - Youngstown, Ohio, which is pursuing “positive
decline strategies” and Sudbury, Ontario, which is pursuing
traditional growth-oriented strategies. A final paper will analyze how
creativity and culture as drivers of economic and social development,
as well as innovation and cohesion, have helped some shrinking cities
to re-invent themselves. This reinvention process is a complex mix of
fine tuned elements: joint visioning, developing complex synergies
and good networking dynamics. The example of St. Louis provides a
rich case for analysis, evaluation and counter pointing as a shrinking
city currently attempting to employ the creativity agenda to reinvent
itself.

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GOVERNANCE AND EFFECTIVENESS IN REGIONAL PLANNING: AN ANALYSIS OF NORTH AMERICAN, EUROPEAN AND AUSTRALASIAN PRACTICE

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Over the past several years, there has been resurgent interest in regional planning in North America, Europe and Australasia. Spurred by issues such as metropolitan growth, transportation infrastructure, environmental management and economic development, many states and metropolitan regions are undertaking new planning initiatives. These regional efforts have also raised significant question about governance structures, accountability and measures of effectiveness.

In this paper, the authors conducted an international review of ten case studies from the United States, Canada, England, Belgium, New Zealand and Australia to explore several critical questions. Using a qualitative data template, the research team reviewed plans, documents, web sites and published literature to address three questions. First, what are the institutional arrangements for delivering regional planning? Second, what are the mechanisms linking regional plans with state plans (when relevant) and local plans? Third, what means and mechanisms do these regional plans use to evaluate and measure effectiveness?

The case study analysis revealed several common themes. First, many regional efforts rely on a negotiated process that seeks to create a regional dialogue and foster a culture of regionalism. For example, cross-compliance systems have been developed in Metropolitan Vancouver (Canada) and New Jersey (USA) to provide a process for negotiation between local and regional planners. Second, the mechanisms for linking state, regional, and local plans vary considerably, and many lack clear processes or criteria for resolving differences. For example, while several plans in England and Australia play a significant role in allocating resources and population, many of the US efforts provide limited guidance or focus mostly on transportation infrastructure. Finally, despite recent focus and attention placed indicators in planning and public policy, there are few examples where indicators are linked into review or evaluation processes. For example, there have been substantial efforts to develop indicators for community concerns, Agenda 21 plans, and State of the Environment reports, but few of these indicator and monitoring systems have been linked in any direct way to state and regional planning efforts.

The authors conclude by highlighting some of the innovative approaches being undertaken around regional planning and discuss some of the research needs to further advance practice.

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[736]

STRATEGIC INTERACTION AMONG LOCAL GOVERNMENTS REVISITED: THE CASE OF BUILDING PERMITS

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This paper builds upon the growth interaction works of Brueckner (1998), Glickfeld and Levine (1992), and Ding (2001). Following the findings of Brueckner (1998), this paper addresses two key questions: (1) Does building permit approval exhibit spatial dependence? And (2), Does distance and population of local governments' neighbors influence the probability of spatial effects? The empirical analysis utilizes spatial econometric techniques to analyze possible spatial effects of residential building permit approval in the Los Angeles Metropolitan region for the year 2000, using levels of permit type (single-family vs. multifamily) as both dependent and spatially lagged variables. Findings of this paper will provide much needed evidence for housing policy formation in politically fragmented metropolitan regions. Preliminary findings indicate that cities show positive interactions over single-family building permits, and negative interactions over multifamily building permits. Though this evidence is far from conclusive, it may suggest that regional intervention may be needed for the provision of more affordable multi-family housing units. (Ph.D. Candidate - Drawn from a partially completed dissertation. PhD Advisor: Marlon Boarnet, mboarne@uci.edu)

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[737]

ECONOMICS, GOVERNMENT POLICIES AND CIVIL SOCIETY MOVEMENTS ENCOURAGE THE CONSERVATION OF AGRICULTURAL LANDS IN THREE POLYCENTRIC REGIONS: SAN FRANCISCO BAY AREA, CALIFORNIA, UNITED STATES; EMILIA-ROMAGNA, ITALY; AND RANDSTAD, NETHERLANDS.

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Polycentrism is a particular urban growth pattern resulting in large urbanized centers and smaller, secondary nodes connected by transportation and travel corridors with green spaces in between. This paper explores the evolution of polycentrism and its effects on conservation of agricultural land in three regions: The San Francisco Bay Area in the United States, Italy's Emilia-Romagna region, and the Randstad, Netherlands. As urban populations grow, there is increasing demand for developable land both within and outside of current city limits. This article will discuss the tension between urban growth pressures and agricultural land conservation values. We have identified three main forces working to contain development from usurping agricultural holdings: government policies, economic development systems, and civil society movements.

This paper is based on the review of data and literature from governmental entities such as the Association of Bay Area Governments, European Commission—Directorate General for Agriculture, AGREA (regional agency for financial in the agricultural sector) in Regione Emilia-Romagna, Netherlands Environmental Assessment Agency, Netherlands Ministry of Housing, Spatial Planning and the Environment. We investigate the relationship between trends in policy, levels of conservation activism, economic growth in the agricultural sector, and community/cultural values to agricultural land conservation in the three regions.

As populations grow, so do tensions related to expansion and utilization of open spaces, especially in urban-adjacent agricultural lands. Our analysis reveals that conservation efforts are most successful when economics, government policy, and civil society work in concert. In many instances, these three forces are not equally strong; in these cases, we conclude that civil society movements can act as a hinge to connect and mobilize the other two sectors toward conservation goals. Working landscapes can be a way to add value to conservation of open space, thereby achieving some conservation aims while allowing cities/regions and their residents to reap economic benefit.

Our advisor: Professor Rolf Pendall, rjp17@cornell.edu

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[738]

CHANGING CULTURE AND GOVERNANCE LANDSCAPES IN ENGLISH REGIONAL SPATIAL PLANNING: RECENT EXPERIENCES OF REGIONAL SPATIAL STRATEGY DEVELOPMENT

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Regional spatial planning in England is exemplified by the plethora of regional organizations, professionals and strategies that permeate and mediate this terrain, constituting an embryonic system of regional governance. Regional spatial planners are now expected to play a key role in this, integrating a wide range of policy sector and stakeholder

concerns, as they develop, deliver and review spatial policy. The recentness of this wider public sector role for planning, has demanded a culture change in the profession and a greater degree of engagement with regional governance.

Drawing on documentary analysis and interviews with senior regional spatial planners involved in the development of Regional Spatial Strategies in two English regions, this paper takes a post-modern conceptualization of culture change (Laurie & Riccucci, 2003; Bate, 1994; Lovell, 1994), to explore the impact of this on the experiences of regional spatial planners and assess the degree to which these changes have been institutionalized. This is further contextualized through a governance lens (Stoker, 1998, 1999; Bevir and Rhodes, 2003), discussing the styles, depth and level of integration, observed through an interpretative understanding of the experiences of regional spatial planners.

Although a cultural change is acknowledged within the regional spatial planning system, it is not perceived within the profession. Resource and time constraints have contributed to this, slowing the institutionalization of change. This has created a mix of barriers and opportunities in governance relations, testing the contemporary skills and training of regional spatial planners.

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[739]

INEQUALITY, URBAN SHRINKAGE AND URBAN POLICIES IN BRAZIL

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The territorial dynamics of Brazilian cities cannot be understood without considering their unique context: enormous socio-economic inequality generated from a long history of economic, social and political processes that have maintained a strikingly large gap between the rich and the poor in Brazil. The increases in poverty and social exclusion that has resulted from urbanization in Brazil are key points for understanding the abandonment of small towns and even some parts of metropolitan areas in Brazil.

In Brazil, the problem of urban shrinkage does not follow the patterns found in Europe or the United States and the loss of population does not always imply real socio-economic shrinkage for larger urbanized areas. A strong decline in the birthrate since the 1980s, an industrial relocation due to changes in economic and transportation policies and the relatively high mobility of the elite within the metropolis, who follow a speculative real estate process, might be the causes of the

incidence of large amounts of idle land and suburbs' decline within the major Brazilian metropolis.

A recent analysis published by the Brazilian Institute of Geography and Statistics (IBGE) shows that 27,2% of the 5560 municipal districts in Brazil had a reduction in population between 1991 and 2000 (IBGE 2004). Some authors also pointed out that while the central areas of the most important municipalities within metropolitan regions – including São Paulo – have lost population in absolute terms, some areas located on the outskirts of the city have expanded very fast.

A new federal law known as Statute of the City, based on the social right to housing (one of the new constitutional rights in Brazil), was one of the more important attempts by the federal government to change the elitist nature of previously existing policies and programs. This study has investigated how local governments have been invoking the new law to cope with the problem of the emptiness and decline of important urban areas, focusing a case in São Paulo suburban industrial area known as ABC region.

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[740]

THE TERRITORIAL IMPACTS OF MAJOR COMMERCIAL POLES IN ITALY. INTERREGIONAL COOPERATION AS A TOOL OF GOVERNANCE.

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Commercial polarities have recently developed in Italy, on account of different pressures, such as the changes in the consumers' behaviour and the entrance of important foreign developers and promoters who have introduced new commercial formats (factory outlet centres, retail parks, mega malls, theme parks, multiplex) characterised by very large catchment areas, high levels of consumption of land, congestion of the roads network, economical impact on the existing local retail structure. Despite the development of studies approaching the economical impact of these dynamics, we lack research activity facing their complex territorial effects, whose knowledge and governance seems to be quite difficult to approach. A research project led by three University departments with an interdisciplinary approach and funded by three Regions of Northern Italy (Piemonte, Lombardia and Emilia Romagna) and partly integrated with a ASP (Polytechnic of Milan and Polytechnic of Turin) multidisciplinary project coordinated by Corinna Morandi, has aimed at finding a methodological framework to describe and assess the different kinds of direct and indirect territorial impacts of commercial polarities. By means of a research work which has allowed to integrate and to represent the territorial characters and the localization of the major

structures in the three regions, we have found out the sites that we have defined “interregional commercial poles”. Guidelines have been provided to steer the action of Regional and local authorities and private actors with the objective of enhancing the impact of the large commercial poles in the local development process. The main goal of the research and of the acknowledgement process developed with the actors has been to encourage Regional and local authorities to experiment a cooperative approach, leading for instance to assess localization decisions which take in account accessibility, public transport network efficiency, landscape characters, reduction of urban sprawl. On account of the multisectorial character of the impacts, the interdisciplinary approach has represented a very important chance for the realization of the project. Several case-studies have been investigated in depth to overcome the widespread sectorial approach to the question.

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[741]

POSTER: WHAT SHAPES THE METROPOLIS?

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The present research stemmed from the need to systematise and further examine a vast number of overarching questions about the morphogenesis of metropolitan Lisbon, and about the forms of territorial intervention which have conditioned and determined its present state of development. To fully understand the extent of the question, which will enable us to draw sound conclusions about the future of its metropolitan planning, it was also observed that any interpretation of the urban formation of metropolitan Lisbon. This is due to the diverse and uncontrolled forms of urban occupation, which have not always been preceded by appropriate planning, but whose origins are certainly rooted in the stage of territorial development in which they occurred, as well as in their morphological characteristics. The first part of the research focused entirely on the morphogenic interpretation of metropolitan Lisbon. It was organised in five

consecutive periods (1860, 1940, 1965, 1992 and 2001), through the morphological identification of non occupied spaces in accordance with the same matrix – water, land and artificial creation – and with a thematic cartographic production (scales 1:100000 and 1:25000). A specific research is being conducted on particular areas, namely the Valley of Chelas, in the heart of Lisbon, which will be further examined so that its potential in urban planning can be evaluated. Furthermore, the methodology and conclusions may be used to interpret other metropolitan realities. Both comparisons and exchange of new cartography and data have already been established with identical research projects, applied to metropolises of Southern Europe.

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[742]

INTRODUCTION TO PRE-ORGANIZED SESSION RESILIENCE OF THE CITY REGION; HOW TO DEAL WITH THE UNFORESEEN

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The concept of resilience emerged in ecology at the beginning of the 1970s in recognition that nature is inherently dynamic. Since then a long and diverse chain of definitions concerning urban resilience has been developed. In general two branches of research can be distinguished: cities struggling with natural disasters or wars and cities dealing with social and economic cumulative crises. The problems associated with sustainable human well being in city regions call for a new research approach. However, while there has been wide research on sustainable cities, a lack of understanding of the processes and factors that make some cities vulnerable and others resilient can be recognized. In particular the importance of international comparisons has received little attention. In this session the concept of urban resilience/vulnerability and the question of what makes a city more or less resilient in the face of various kinds of challenges will be discussed. These challenges include a broad variety of aspects including demographic change, large distressed areas and the role of small towns.

The authors represent multiple countries and academic institutions. Studying resilience and vulnerability of urban regions bridges the different institutions and countries, providing a tie to the conference theme of "bridging the divide". We request that one of the following be asked to act as discussant in this session: Kate Foster, Rolf Pendall, or Karen Chapple because of their work in resilience.

Hazel Morrow-Jones and Bernhard Mueller are the organizers and chairs of the session, morrow-jones.1@osu.edu, b.mueller@ioer.de
Maria Manta Conroy and Hee Jung Jun will present one paper (Jun is the presenter), conroy.36@osu.edu and tuttle6@gmail.com
Andreas Otto will present one paper A.Otto@ioer.de
Paulina Schiappacasse will present one paper
Paulina.Schiappacasse@mailbox.tu-dresden.de
Bernhard Mueller will present one paper b.mueller@ioer.de

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Karen Chapple and Bill Lester. "Emerging Patterns of Regional Resilience". Working Paper for the Building Resilient Regions Network Institute of Urban and Regional Development University of California, Berkeley, 2007.

Arthur C. Nelson, Barbara L. Allen and David L. Trauger, Editors. "Toward a Resilient Metropolis; The Role of State and Land Grant Universities in the 21st Century", Metropolitan Institute Press, Virginia Tech University, Alexandria, VA., 2006.

Rolf Pendall, Kathryn Foster and Margaret Cowell. "Resilience and Regions: Building Understanding of the Metaphor." Working Paper for the Building Resilient Regions Network, 2007.

[743]

DEMOGRAPHIC CHANGE – A CHALLENGE TO URBAN-REGIONAL RESILIENCE IN EUROPE

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In many countries, city shrinkage and demographic change, e.g. aging, falling fertility rates, migration as well as diminishing of family sizes, is more and more recognized as a risk and challenge for socio-economic development. They have a decisive influence on social and economic stability in the urban-regional context. Markets are changing in a structural way. It is more and more difficult to provide related social and technical infrastructures at acceptable costs. Therefore it is of utmost importance to forecast such developments and their consequences and to take respective actions at an early stage.

Recently, many regions in Europe and especially Eastern Germany are experiencing dramatic city shrinkage and demographic changes which have a sharp influence on urban and regional development. Meanwhile, demographic change has become a major concern of governments on all levels. In this regard, the European Union, European countries as well as a large number of cities and regions have become forerunners experiencing these changes and developing respective programs and actions.

On this background, the proposed paper will highlight the following aspects: (1) An overview of recent trends of demographic change in Europe and Germany are given. (2) The consequences of demographic change for cities and regions will be highlighted, elaborating e.g. on the housing market as well as on the related social and technical infrastructures. (3) Programs are discussed which are geared towards making urban regions more resilient and diminishing negative consequences on the urban and regional development. (4) Finally, general conclusions concerning urban resilience will be drawn.

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[744]

ROUNDTABLE - RESILIENCE AND VULNERABILITY AS CONCEPTUAL FRAMEWORKS FOR THE STUDY OF URBAN REGIONS

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Urban scholars having been paying more attention to the concepts of resilience and vulnerability of city regions in recent years. This arises in part from ecology and the related importance of the sustainability of cities. However it also arises from interest in how urban regions respond to shocks as well as to long term systemic changes -- everything from terrorist attacks and major natural disasters to long term changes such as globalization or the advent of the internet. What aspects of urban regions leave them vulnerable or help them to be more resilient? Does this vary by national context or by size of the urban area? How do the parts of the region contribute to (or detract from) its resilience in the face of the variety of challenges it faces? The topic connects well to the theme of the conference as we attempt to bridge the divide between different conceptions of resilience as well as between different continents in our understanding of the concepts value. This round table brings together scholars from different countries and universities who have contributed to the conversation about the resilience/vulnerability of the city region in different contexts in the hope that we can move the framework forward to better understand its potential contributions to urban scholarship.

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Karen Chapple and Bill Lester. "Emerging Patterns of Regional Resilience". Working Paper for the Building Resilient Regions Network Institute of Urban and Regional Development University of California, Berkeley, 2007.

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Rolf Pendall, Kathryn Foster and Margaret Cowell. "Resilience and Regions: Building Understanding of the Metaphor." Working Paper for the Building Resilient Regions Network, 2007.

[745]

REGIONAL DISTRIBUTION PATTERN OF PRIVATIZED AND FOREIGN INVESTMENT INFRASTRUCTURE PROJECTS IN INDIA

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This research investigates the regional and sectoral distribution pattern of the large scale infrastructure projects with private investment and foreign investment in India. Resource scarcity and

rising demand for the basic infrastructure due to rapid urbanization in the developing countries have introduced privatization and globalization in the infrastructure sector, which was initially in the domain of state owned enterprises (Kumar & Prasad, 2004). But the populations of the host countries have opposed the privatization of their state owned assets, as it endangers their democracy. Investor countries have also criticized those large scale projects due to cost overruns caused by intentional miscommunication between technical persons and decision makers (Flyvbjerg, Bruzelius and Rothengatter, 2003). Because the privatized infrastructure projects are driven by different externalities than the state owned projects, it is important to identify their distribution pattern in order to determine those externalities.

In the first part, this research develops a database on large infrastructure projects depending on their financing agencies, i.e., public, private, and public-private joint sector. It investigates the distribution pattern of these projects in terms of type of infrastructure, regions, and quality of outcome in terms of cost and time.

Benefits of globalization and privatization are inequitably distributed in different regions in the developing countries and state capacity is the necessary condition for their equal distribution (Rondinelli & Cheema, 2003). But, India's achievement in regard to providing basic infrastructure is very uneven across various states (Jain, 2000). On the other hand, although India is the third most attractive FDI location, foreign investors have identified bureaucracy and political instability as a threat to India's competitiveness. The political stability, or the lack thereof, is the second most frequently cited concern regarding India's competitiveness (Global Business Policy Council, 2004). Because state denotes the administrative boundaries, there is an underlying influence of political constraints on administration. This research hypothesizes that political condition is an influential factor behind the regional distribution pattern of those projects. The research will examine the extent to which regional factors influence the ability of planners to bridge the public-private divide through collaborative infrastructure projects.

This research will significantly contribute to understand the interaction between the fields of Political Science, Urban Planning, and Public Administration. This research is a piece of policy oriented research as it contributes towards national policy of developing countries on the role of a state in foreign investment process.

Doctoral student

I'm a second year doctoral student and plan to take my preliminary examination at the beginning of this Fall. I've got my program statement approved. I'm presently working on my dissertation proposal. My advisor has approved this, but my committee hasn't yet done so. This paper is going to be a chapter in my dissertation. Dr. Petra Doan is my advisor and her email address is pdoan@fsu.edu .

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[746]

HOUSING MARKET DYNAMICS, LAND USE PATTERNS AND SUSTAINABILITY IN ISLAND ECONOMIES: THE TALE OF FIVE REGIONAL ECONOMIC DEVELOPMENT INITIATIVES IN THE KNOWLEDGE AND SERVICES ECONOMY

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Puerto Rico as many other territories across the world has adopted a Science-and-Technology Policy, thus choosing a high-skill-dependent development path. On 1999 the Puerto Rico Industrial Development Corporation started to implement this policy by commencing the planning and development phase of the Puerto Rico Techno-Caribbean Corridor (PRTeCC) in the Western Region of the Island. Since then other four regional high-tech initiatives have spurred in the Central-Eastern, Northern, Northeastern and Southern Regions.

However, several conditions suggest that the Island's land market could become increasingly inelastic. First, Puerto Rico has adopted a Sustainable Development Policy that translates to the protection of its natural resources and growing restriction of developable land, with the intention of guaranteeing that future generations would be able to enjoy these riches. Second, due to its location, Puerto Rico is subject to a series of natural phenomena, such as hurricanes, which makes its coast and valleys susceptible to flooding and not adequate for conventional development. Lastly, as an island, Puerto Rico not only has finite land area but also is subject to rising sea levels due to global warming. The compounded effect of the latter two processes makes its coast high-risk zones for investment. Notwithstanding, most knowledge-intensive investment in the Island has been injected into coastal towns. Moreover, most economic activities promoted in Puerto Rico's economic development model are dependent on water access, including nearly all tourism niches that the Island has explored.

While a hike in cost of living, emigration and income inequality has been perceived in Puerto Rico since 1999; no one has taken up the initiative of testing whether or not an associative relationship may in fact exist among that hike, the Island's economic development policy and its impact over an increasingly inelastic land market. It has been tested that in the U.S. mainland regions adjust to these adverse patterns through interregional migration, which had relatively low social and economic transaction costs in the continental states (Navarro-Diaz 2005). However, one would expect island land markets to react differently from that of continental land, especially in those areas susceptible to natural disasters, mainly along or near the coastal zone. A better understanding of these dynamics would allow planners and policy makers to devise adequate instruments (i.e., affordable housing measures, development practices, urban design regulation, zoning mechanisms, incentives, etc.) that, in place, would make Puerto Rico's development model socially, economically and environmentally sustainable.

The objective of this paper is to answer the following questions: Have there been significant land use changes in regions that since 1999 have established economic development initiatives that are dependent on knowledge-and-services sectors? Have there been significant changes in housing stock and prices in those regions? Do these patterns differ from those in regions that do not have economic

development initiatives that are dependent on knowledge and services sectors?

This paper looks at changes in the housing markets and land use patterns of five (5) regions that since 1999 have established economic development initiatives that are dependent on knowledge and services sectors, and two (2) that have not. It considers changes in their housing stock and prices and land use conversions between 1995 and 2005. The findings are based on the analysis of regional housing market databases, regional economic base composition, and 1990 and 2003 land use maps. It combines time series and regression analyses as well as measurement of actual land use conversions and simulation of potential land use changes using geographic information systems (GIS) and an agent-based, cellular automata model of Puerto Rico, called Xplorah, developed by the University of Puerto Rico and the Research Institute of Knowledge Systems in The Netherlands.

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[747]

COMPARING TERRITORIAL GOVERNANCE: THE CASES OF EU-FUNDED SUB-REGIONAL PROGRAMMES IN PORTUGAL AND ITALY

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The paper analyzes the role of structural, cultural and collective action factors in the implementation of integrated sub-regional programmes in Portugal and Italy. It aims to address the following question: what are the main factors of convergence (or divergence) between different experiences implemented in these two countries? Territorial-focused policies have been spreading across Europe over the last two decades, as a consequence of the European Union regional policy. EU funded programmes tried to promote place-specific strategies designed to attend several criteria, such as vertical and horizontal coordination among actors and policies, the involvement of local stakeholders and a proactive valorization of territorial assets (ESPON, 2007; Herrschel and Newman, 2002). The paper methodological approach makes a wide use of these assessment criteria, along with cross-national comparative insights. The target areas for Portugal and Italy will be Porto and Naples Metropolitan regions, respectively, two territories that were eligible for several sub-regional programmes. However, despite common EU-level rules, their outcomes are remarkably diversified, varying both between and within the two regions. For this reason, the paper attends not only to structural changes, such as the "europeanization" of regional policies (Benz and Erblein, 1999), but also to national political cultures and local actors rational choices (DiGaetano and Strom, 2003). The main sources are statistical data, academic papers, dissertations, evaluation and other technical reports, as well as interviews with key local actors

in both regions. The communication is drawn from a research programme that is underway in the University of Porto, which includes an almost completed doctoral dissertation focused on the role of territorial policies in the structuring of Porto Metropolitan Region.

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[748]

SOCIAL CAPITAL AND COLLECTIVE ACTION IN NORTH WESTERN ONTARIO, A RESOURCE REGION IN DECLINE.
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In developed countries, some small communities collapse from economic stagnation and natural resources overexploitation, while others decline slowly or even reinvent themselves. However, after decades of Canadian public policy making that addresses unequal regional development, our understanding of decline and social resources necessary for resilience remains limited. Novel, interdisciplinary frameworks are required for both analysis and action.

Social capital, collective action, and network-based relational dynamics are emergent topics in planning theory and practice (Lin, 2007; Albrechts & Mandelbaum, 2005; Hutchinson & Vidal, 2004). However, though ecology and resource management also have a long tradition of resilience, adaptive capacity and self organization studies (Berkes & Folke, 1998), our research found little true integration concerning "resource-based communities" AND "social capital/collective action" AND "adaptive capacity/resilience". We explore network based relationships between social-economic processes and community development (Graham and Healey, 1999), through a multidimensional, participation-based, interpretation of decline in North Western Ontario.

The socio-economic dependence on natural resources and related institutional and organizational dynamics suggests a network-based approach that is helping us to understand change in rural regions and resource-based communities. We have concentrated on communities' relative capacity to (a) to recover/adapt from economic, social and ecological shocks and stresses; (b) to self reorganize and develop new governance initiatives at the regional scale; and (c) to plan for decline in the context of external mega-forces affecting rural regions.

Closure of mines or wood and paper mills massively shocks small town resilience and generates important stresses in social capital, collective action, and will and capacity to regroup. The stresses are exacerbated by and expressed in excessive population loss, strained organizational and institutional structures, and weakening interpersonal and inter-organizational ties. This constrains formation of new social networks, and affects existing social ties, so

compromising the entire system of social networks in the resource-based community and the rural region.

The above model is applied to three N.W. Ontario case studies exemplifying decline, transition and reinvention.

We conclude by discussing alternative regional policy and planning approaches to the problem of decline in resource-based communities.

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[749]

STABILITY THROUGH SPECIALIZATION AND DIVERSIFICATION – WHAT CONTRIBUTES TO RESILIENT AND VIABLE SMALL TOWN CENTERS IN THE U.S.?

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Historic town centers (downtowns) of small cities in the U.S. underwent a process of economic downgrading in the later decades of the 20th century. In consequence, they lost their originally central function as being the primary retail location of a small town and its surroundings. Reasons for this development, particularly, can be found in the emergence of attractive shopping centers at the suburban edge. Although, larger cities had experienced similar processes before, i.e. the negative effects on downtown development were generally known, most small towns were not prepared when their main streets started to decline. In spite of the manifold and varying revitalization activities that have been applied during the past decades, an overall economic recovery of downtown cannot be stated today. However, there are signs of further change in downtown, mainly linked to qualitative transitions and to the specialization of its retail functions. Furthermore, it seems that some places have found well-working solutions while others continue to struggle.

This presentation tries to give some answers on the question of what makes a small town's downtown more resilient against challenges and economically more viable when compared to other places. These statements are based on literature analyses and comprehensive empiric studies in Ohio, including two detailed case studies using expert interviews and a survey on downtown businesses. In order to draw conclusions on the above mentioned question, the research focused on these fields: (1) What are the main characteristics of downtown functions and structures (particularly regarding their retail functions)?, (2) What are current socio-economic challenges for downtowns and what are other important impacts? (3) How does the

local level, e.g. local governments and politicians, the business community, and non-profits, (re)act on risks, challenges, and concrete problems? The results argue that downtown's economic stability is based on processes of specialization and diversification at the same time. This conclusion considers that local competition in the retail market still is one of the main barriers of downtown development. Among other results, those types of downtown retail as well as kinds of stakeholder activity are characterized that have lead to increased levels of resilience and viability in the analyzed small city downtowns.

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[750]

PROCESSES OF URBAN GROWTH AND SHRINKAGE – THE EXAMPLE OF THE SAN FRANCISCO BAY AREA

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Main hypothesis of the paper is: Transformation processes occur within the sphere of land use; shrinking and growing are processes that can be observed in a parallel mode. Due to the overall population growth triggered by immigration, many cities and regions in the US have to provide for redevelopment in shrinking areas and growth-related development at the same time.

A shrinking city is characterized by economic decline and – as an effect – urban areas in transformation. Moreover the loss of a certain type of employment opportunity is setting off partial out-migration. In the US shrinkage can either be part of post-industrial transformations related with a long-term industrial transformation process due to the decline of the manufacturing industry, or be triggered by economic changes in the so called “post industrial transformations of a second generation” concerning the high tech industry (e.g. dot-com hype).

The San Francisco Bay Area represents a recent and not so typical case of city shrinkage. Economic changes in the region are related to the bust of the dot-com industry in the Silicon Valley that took place at the beginning of the new millennium. The economic changes affect population growth and urban and regional development. In terms of population, the San Francisco Bay Area is – as part of the prospering Sunbelt – overall still considered a growing metropolitan region. For this reason it is clear that in the San Francisco Bay Area attempts to control urban growth have been made from a relatively early stage on, and the application of a wide range of growth management tools is continued.

The paper will investigate how processes of urban growth and shrinkage interact with each other. It will be traced who the relevant actors are in processes of growth and shrinkage, and how planning strategies come into play on the local and the regional level.

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[751]

DEALING WITH LARGE URBAN DISTRESSED AREAS AS A MEANS TO ENHANCE URBAN RESILIENCE -THE EXAMPLE OF EUROPE

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Urban distress has been the focus of considerable scientific and empirical work over the past four decades. According to OECD studies, in spite of this, traditional policies have not succeeded in halting the downward spiral that affects these areas because they were unable to address the complex and area-based nature of the problem at the local level.

On this background, a consortium of research institutions and city administrations from eight European countries initiated in 2003 a project on how to improve quality of life in large urban distressed areas (LUDA) in order to pro-actively deal with change and to enhance urban resilience. LUDA was a research project of the programme "Energy, Environment and Sustainable Development" within the Fifth Framework Programme of the European Commission.

The overall goal of the project was to contribute to the improvement of the quality of life in large urban distressed areas by providing a systematic strategic planning and development approach. The leading question was how an integrated strategic process of sustainable regeneration in large urban distressed areas can be initiated, better managed and monitored in order to make cities more resilient.

The paper provides an overview about the approach of the project as a means to enhance urban resilience in the face of various kinds of challenges affecting declined large spaces in European cities.

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[752]

**INTRODUCTION TO PRE-ORGANIZED SESSION
THE REGIONAL CITY: POLYCENTRIC GOVERNANCE IN
THE U.S., NETHERLANDS, AND ITALY**

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This session presents five papers on the idea and implementation of the "regional city," a durable planning doctrine that is now a foundation for planning in Europe and to a lesser degree the U.S. We begin with an overview of the evolution of the concept of polycentrism from Howard to Clarence Stein to Peter Calthorpe. Next we present four papers on three polycentric metropolitan regions in the U.S. and Europe: the San Francisco Bay Area, the Randstad, and Emilia-Romagna. The papers cover governance systems for transportation, economic development, agriculture, and housing. Closing remarks by the organizer will reflect on the prospects for and contradictions of polycentrism as an organizing construct for planning resilient regions.

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**THE REGIONAL CITY: HOWARD, STEIN, CALTHORPE,
ESDP**

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The polycentric metropolis has been embraced by planners and officials in the European Union as the preferred model for spatial development. The European Spatial Development Perspective (ESDP) holds out polycentricity as an ideal and as a solution to European development challenges. But to an extent, support for polycentricity has ignored its complexity.

This paper synthesizes and reflects on a series of comparative investigations of three polycentric metropolitan areas in the U.S. and Europe by exploring the roots of polycentrism in Anglo-European planning thought. This paper traces the polycentric ideal from the late 19th century to recent expressions in the 21st century by investigating and comparing the proposals and philosophy of three key practitioners: Ebenezer Howard, Clarence Stein, and Peter Calthorpe / William Fulton. Key assumptions recur in Howard's Garden City, Stein's Regional City, and Calthorpe / Fulton's Regional City. All contend that physical form reflects and reinforces community; that boundaries are a necessary component of urban vitality; and that some level of hierarchy in urban settlements is probably necessary. But their definitions of vitality, community, and hierarchy vary substantially from one another, reflecting the tenor of their times and alerting us to some of the promises and problems of the polycentric idea for today. The paper discusses some of the main tenets of each author, highlights their differences and similarities, and points out potential contradictions that may reduce the effectiveness of polycentric solutions.

To a great extent, polycentrism is now not only a planning ideal but an ongoing project of both politics and markets. In a reformist critique, the paper closes by showing that governance restructuring is a logically necessary precondition to successful polycentrism. It also synthesizes insights from the four case-study papers that constitute the remainder of the session.

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[754]

MEGA-REGIONAL IMPACTS OF PORT COMPETITION

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How has port competition impacted mega-regional development? Technologically facilitated vertical and horizontal integration over the last two decades has resulted in a scaling up of the logistics industry's spatial and strategic planning from ports to the regional, mega-regional, and even continental scale. During the same period, responsibility for economic development and social welfare have devolved to smaller geographical scales. This contrast has permitted global logistics firms to initiate competitive bidding among ports to attract freight traffic by subsidizing the cost of physical infrastructure improvements. This paper employs US Census PUMS data and Bureau of Labor Statistics wage information through shift-share analysis to evaluate the impacts of one particular episode in 1998-1999 involving Maersk-Sealand and six East Coast ports. Comparing this information with data on freight throughput from Containerisation International Yearbook, the paper demonstrates that port competition has had little impact on overall volume of freight traffic and has merely succeeded in transferring wealth to the logistics firms by extracting concessions for port authorities and workers.

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[755]

METROPOLITAN GROWTH AND QUALITY OF JOBS

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In the recent history of urbanization in the United States the metropolitan regions have emerged as important entities for growth

and development. The top 100 metro areas host around 65 percent of the total population and generate 75 percent of gross domestic product (Katz, 2007). Among the metro areas, some of them are growing at a much faster rate than the others. Phoenix Metropolitan Statistical Area (MSA), which is in the heartland of Arizona, is one of the fast growing regions. In the last five years the population and employment growth rate in this region has grown by 18 and 24 percent respectively. These rates are much higher than that of the nation, the state of Arizona and Tucson MSA (the second largest MSA of Arizona).

The hypothesis for this study is - 'with rapid and unregulated urban growth the quality of jobs decreases in an area.' This hypothesis would be approached by identifying various indicators for 'rapid urban growth' and 'quality of jobs' and then finding correlation among them. Some of the indicators for rapid urban growth are population and employment growth rates, net density, automobile ownership, mean travel time and percentage loss of forests, agricultural and wetland. The indicator that would be used to measure the quality of jobs is the hourly wage earned whereas the other indicators like job satisfaction, job security and workplace environment would be used as the supporting reasons for the hypothesis.

While the research focuses on the metropolitan areas in Arizona, it will have wider and more generalizable implications. Along with the descriptive exploration of the issues of marginalization, social justice, and uneven development, this study will help to propose policy responses to foster socio-economic equity in the light of rapid urban growth and economic restructuring.

Key data sources: U.S. Current Population Survey, Bureau of Labor Statistics, U.S. Census, Arizona Department of Commerce, and Maricopa Association of Governments (MAG)

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[756]

THE REGIONAL INNOVATIVE ACTIONS PROGRAMME AND POLICY PLANNING : LESSONS FROM A SOUTHERN EUROPEAN REGION

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This paper is about the process of policy learning that, in the framework of the ERDF Regional Innovative Actions Programme (RIAP), took place in the less favoured Portuguese region of Centro. It emphasises the shift from a linear approach towards an interactive mode of promoting regional innovation capacity and the resulting contribution to build up region's institutional capacity. The paper

accounts for the background, change threads and outcomes of this shift. Initially, RIAP's regional management authority asked a small number of science and technology organisations operating in the region to apply for funding, by presenting piecemeal R&D projects. The result was the concentration of funded projects in a small number of organisations and thus in a small geographical area. Despite the scientific quality of some projects (one of them was awarded by the European Commission), the impact on the regional innovation capacity has been poorly judged. Coinciding with the change of the regional management authority, it was acknowledge the need for conveying a new frame of reference for the implementation of the programme, as well, as for enlarging both the institutional and geographical basis of participation. Accordingly, the RIAP has been redirected at fostering a learning process, involving the whole organisations of higher education, several companies and entrepreneurial associations, and regional and local government bodies. A new understanding of the innovative process started to be disseminated through a number of initiatives, such, as for instance, a widely participated visit to Tampere or the creation of several local innovation think-tanks.

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[757]

ITALIAN REGIONS: FROM SPACES FOR POLICIES TO SPACES FOR POLITICS

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The paper focuses on the fragmentation of state spatialities in the European Union, a process witnessed by the emergence of institutional, non governmental and economic actors which redefine

the geographical references inherited by the secular establishment of nation-states (Keating, 1997). Different levels of territorial governments and players interact in a relational space redesigned by a twofold driver: on one hand, the inedited role played by agencies and organisations engaged in the economic development, on the other by the resurgence of “old” actors, such as the regions, in many cases empowered by processes of institutional devolution (Agnew, 2000). However, this mix of economic and institutional processes does not mirror a simple dual and often rival organisation of spatial relationships between the state and the regions, as within these latter old and new territorial actors – traditional local authorities or local systems of actors – produce new spatialities according to the interests represented. The literature has investigated this re-composition of political space with regard to the “hollowing out” of the state and the rise of multi-level governance in the EU countries in many studies on the so-called Euroregionalism (MacLeod, 1999). On the base of these theoretical underpinnings, we discuss some empirical evidence from the Italian experience, in order to show whether and how the regional structures are not only “spaces for policies”, but also “spaces for politics”, with actors characterised by specific spatialities. Since the last decade, changes in legal framework, external inputs from supra-national levels of government – the European Commission - and the re-territorialisation process have been introducing many elements of innovation. Starting from two Italian regions (Piedmont and Campania), we try to demonstrate that the transition towards the region as an active space of politics can be mediated by the sphere of the policies and this can have deeply divergent results according to different path dependences.

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IS THE ROLE OF THE PLANNER CHANGING IN SHRINKING CITIES? A COMPARISON OF FINDINGS FROM YOUNGSTOWN, OHIO AND SUDBURY, ONTARIO

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While much attention has been paid in both academia and the popular media to the increasing number of people living in cities, a relatively understudied but related phenomenon is silently gaining strength: that of shrinking cities. In the context of massive economic restructuring, increasing globalization, and unprecedented social and demographic change, a growing number of cities in industrialized countries such as the United States, Canada, and Germany are experiencing population decline. From its inception, urban planning has dealt almost exclusively with how to manage growth and its corresponding issues (such as the increased demand for infrastructure) as opposed to decline, which brings with it a very different set of issues (including declining property values, a declining tax base, vacant buildings, and surplus infrastructure). Planners in shrinking cities now find themselves in an entirely new situation in which the traditional planning models and theories no longer provide adequate guidance. This begs a key question which is the focus of this presentation: is the role of the planner changing in shrinking cities? Recent suggestions have emerged in the literature that rather than trying in vain to reverse demographic decline, local planners in shrinking cities should manage the transition to a smaller population by devising “positive decline strategies,” or strategies that are based on accepting population decline, rather than fighting it. While examples of shrinking cities pursuing “positive decline strategies” are few and far between, one city – Youngstown, Ohio – has taken this approach in its recently-adopted Youngstown 2010 Plan. In this presentation, I examine the role of planners in developing the Youngstown 2010 Plan. I then compare the role of planners in Youngstown with the role of planners in Sudbury, Ontario, a shrinking city which is using traditional growth-oriented strategies, in order to determine how the role of planners differs in cities that have made the paradigm shift to decline-oriented planning versus those that have not. This comparative case study takes a combined quantitative-qualitative approach. Quantitative data (gathered from published statistics) are used to identify broad economic, land use, and demographic trends in each city while qualitative data (collected from interviews and document review) provide a contextualized narrative of the role urban planners play in developing and implementing each strategy. This presentation is drawn from my dissertation research, which is nearing completion under the supervision of my supervisor, Dr. Laura Johnson (lcjohnso@fes.uwaterloo.ca).

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REUSE OF URBAN POTENTIAL SITES WITH SERVICES IN THE CONTEXT OF SHRINKING CITIES – THE EXAMPLE BERLIN

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The almost completed doctoral project "Reuse of innerurban potential sites with services in the context of Shrinking Cities– the example Berlin" is looking at the suitability of potential sites for a special after-use in the context of Shrinking Cities.

In declining regions, especially Shrinking Cities (Heineberg 2005, Fritsche et al. 2007) an increasing offer of potential sites originates from the structural and demographic changes. These private and public owned potential sites include previously developed sites, underused sites and sites, which will lose their purpose in the foreseeable future. The growing supply of sites is in conflict with the changed and often decreased demand for land within the Shrinking City (Franz et al 2006). With an overwhelming supply of potential sites, the main question for further development of the city is: Which potential sites are suitable for which after-use?

With the focus on the suitability of potential sites for services, like offices and retail, a method was developed to indicate the suitability. The database of already re-used potential sites in Berlin (1991-2005) was analysed with a Clusteranalysis. The potential sites are classified by their locational factors (e.g. price, size, access to transportation and social infrastructure). In the end ten types of potential sites are identified.

With the help of this classification the still available potential sites in Berlin (about 820 sites in 2006) is evaluated for a re-use with services, which can support the planning level for further decisions. The evaluation instrument shows therefore an approach to value the developing potential of the potential sites in Shrinking Cities. This could help to answer the changing developing requirements in time with a negative growth.

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FEDERAL TRANSPORTATION EARMARKING AND METROPOLITAN PLANNING IN THE U.S.: COERCION, COOPTATION, OR COLLABORATION

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This paper examines the rise of federal transportation earmarking in the United States and its consequences for metropolitan areas and

the institutions for regional decisionmaking that support them. Over the last two decades, members of the U.S. Congress have increasingly inserted specific line items naming projects into federal transportation spending legislation, a practice called earmarking. In 1982, only 10 such transportation projects were included in the multi-year authorization bill, but by 1998 there were 1,500. In the July 2005 reauthorization, known as SAFTEA-LU ("safety loo"), earmarks numbered over 6,300. For metropolitan regions, earmarking raises questions about the regional planning process typically invoked to prioritize transportation projects for funding and implementation. Federal policy has increasingly strengthened metropolitan planning organizations (MPOs) and their regional level decisionmaking authority, yet earmarking can transfer hard won discretion from the region to members of the U.S. Congress. With earmarks, members of Congress may hand-pick transportation projects for funding, regardless of their relationship to metropolitan transportation priorities established within the MPO.

This paper draws from an almost completed doctoral dissertation to explore how the practice of earmarking alters the decisionmaking environment for metropolitan planning organizations (MPOs) and their members. Does earmarking erode or bolster the authority and ability of the MPO to aggregate diverse interests among local jurisdictions in often fragmented urban regions? Do MPO member governments and agencies compete with one another for earmarks or do they cooperatively work to secure earmarks for the region? Do earmarked projects conform with, coercively intrude upon, or co-opt metropolitan priorities?

This work explores the interface between metropolitan transportation decisionmaking and earmarking through case studies of MPOs in the San Francisco Bay Area, California; New York, New York; Dallas-Fort Worth, Texas; and Atlanta, Georgia. Through open-ended interviews with key regional planning participants and review of pertinent documents, the cases document regional experiences with earmarking as discussed by MPO-member government and agency officials and staff and elected representatives. The cases test the proposition that earmarking diminishes MPO authority by studying MPOs in two categories: (a) those actively involved in earmarking and (b) those not involved in earmarking. The cases discuss the conditions under which earmarking works for or against regional interests and decisionmaking in metropolitan areas, and they shed light on the roles played by local, state and federal agencies when earmarks are sought for an urban area.

As context for the cases, the work provides a descriptive picture of earmarks in recent transportation bills, using two earmark datasets covering authorization and appropriation acts. It also reports on interviews with transportation stakeholders across the nation, from Congressional staff, federal and state transportation agency leaders, and lobbyists to national interest groups, revealing their views on earmarking and illuminating how this practice, typically shrouded in secrecy, actually works.

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INTER-METROPOLITAN DIFFERENCES IN THE LOCAL EXCHANGE OF TECHNOLOGICAL INFORMATION: EVIDENCE FROM PATENT CITATIONS
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Recent studies on the creative class have shown that an urban environment that is tolerant to new ideas attracts the creative class. In so doing, it harnesses innovations. These studies, however, focused on the presence of a creative class and did not pay much attention to interactions among such a class's members. That is unfortunate, because as we learned from recent developments in institutionalist approaches to science and technology, innovations mainly occur not by individuals but through the information exchanged among them. This tendency means that a city that was successful in attracting the creative class may fail in fostering innovations if interactions among its creative class are not vibrant. For this reason, a study of the interactions among the creative class is urgently needed.

This paper fulfils some of that need. More specifically, this paper measures local flows of technological information in U.S. metropolitan areas and finds factors that affect those flows. For that purpose, this paper conducts econometric analyses of U.S. patent data, 2001–2006. Local flow of knowledge is measured by citations between patents whose inventors are within the same metropolitan area.

In the first part of the empirical analysis, the degree of knowledge-sharing in each U.S. metropolitan area is measured and mapped based on Thompson and Fox-Kean's (2004) method. Surprisingly, the San Francisco–San Jose area, where Silicon Valley is located and which has been praised for its knowledge-sharing across the boundary of firms, turned out to achieve only an average level. On the other hand, places like St. Louis Minneapolis–St. Paul and Pittsburgh show outstanding levels of local flow of information.

The second part of this paper conducts an econometric analysis to find factors that affect the level of local flow of information. Metros with a large number of small firms, metros that are not located adjacent to other metros, metros with new industries and metros that are specialised in a small number of industries tend to achieve a high level of local flow of information.

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EXAMINING THE IMPACT OF AGGLOMERATION OF RURAL SETTLEMENTS ON POVERTY IN RURAL BANGLADESH – A SPATIAL ECONOMETRIC APPROACH
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Traditional agrarian rural economic structure combined with local institutional factors have led to a dispersed (as opposed to compact) rural settlement pattern in Bangladesh. However, continuous forces of social and economic changes creates relatively slow patches on the inherited pattern. While not many studies are available on patterns of rural settlement and their impact on economic development, Wolfe (1966) provided a broad review of the settlement pattern in Latin America with some social and economic implications. While referring to Economies of agglomeration, some scholars (Rashid 2001 and Mahmud 2002) in the context of Bangladesh have argued that such a pattern has put rural economic development in jeopardy for many reasons including inefficient provision of services like education, healthcare and infrastructure, poor access etc. While underlying arguments are intuitively plausible, no empirical analysis has been conducted to verify these claims in the context of developing countries where the issue of disperse settlement is quite common. The normative recommendations of compact settlements (Rashid 2001) therefore have not been backed up by empirical evidences. To fill the gap, the current study attempts to investigate the impact of compact settlement on rural poverty using a spatial econometric framework. The model specification controls for a host of variables which may potentially affect poverty or compactness of settlement, including food grain production per capita, land elevation, physiographic attributes, employment rate, ratio of non-agricultural employment, education and change of population. Various political economic approaches to rural land reform, transition in rural economic structure and the underlying social dynamics are tied up in complex relationships that cannot be conclusively explained without empirical investigations. This study is expected to extend the understanding on the potential importance of spatial agglomeration of economic activities and human settlements which will inform the rural development planners on the interaction of development and the built environment. Strong and statistically significant spatial autocorrelation in local poverty data warrants spatial econometric approach rather than traditional econometrics to account for spatial dependence across the units of analysis, which is the sub-district in this case. Based on the behavior of the data set models like spatial lag, spatial error or other specifications (e.g. one allowing for heteroskedasticity) may be used. Alongside spatial dependence of the variable(s) there are many other possibilities of descriptive analysis on the data which are expected to give useful insight on the nature of spatial interaction. Given the complex process of economic development subject to various approaches to interpretation, the relationship between agglomeration and economic development may only be identified while a near exhaustive set of predictors can be included in the model. Spatial distribution of some of the variables indicated that there are various issues that might accompany compact developments in places of high poverty. Some examples are high degree of physiographic constraints such as low or high elevations. In extremely low and high elevation people were found to live in small but compact clusters which are for obvious reasons not good examples of agglomerations; hostile physiographic conditions are putting extra burden on the efforts to economic development in such instances. These initial observations suggested three different accounts to reflect agglomeration in the model- compactness of the clusters, average size of the clusters in the unit of observation and average population in each clusters for units of observations. The settlement data were retrieved from satellite images manipulated by Local Government Engineering Department (LGED) of Bangladesh.

However, other data sources include Bangladesh Bureau of Statistics (BBS) and Soil Resource Development Institute (SRDI) and Bangladesh Country Almanac (BCA) database. Such exploratory analysis in case of Bangladesh though constrained by data availability, is expected to motivate further analysis on clusters of settlements and economic activities. Interactions of various economic forces and somewhat recognizable patterns of settlements and economic activities would lead to the broader question as to what are the underlying process out of which emerge the settlement patterns or vice versa.

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THE ARTICULATION AND CO-ORDINATION OF NATIONAL-LEVEL PLANNING POLICY IN WESTERN EUROPE: LESSONS FOR CANADA

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This paper is drawn from an approved dissertation proposal under the advisement of Prof. Cecilia Wong (Cecilia.Wong@manchester.ac.uk). This paper has been jointly submitted to the AESOP/YA Chicago Bursary Program for consideration.

National-level planning has undergone a re-emergence of late, particularly in Europe where new global forces and European integration have had profound effects on how national governments develop spatial policy (Alterman, 2001). Despite this re-emergence there remains a large gap in the literature on the structure and role of national-level planning and how national policy interacts and co-ordinates with other levels of government. National-level planning, however, remains a fundamental aspect of planning policy for many Western European nations who have utilised it to meet a variety of national goals and to adapt to changing global conditions. In Canada national-level planning has never been fully accepted, yet the reason for this is not entirely clear outside of the most obvious reason that the constitutional separation of powers places planning authority at the provincial level rather than federal (Wolfe, 2003). Yet the federal government has control over many policy spheres that have a direct spatial impact, such as immigration, air and sea ports and national parks. What impact does the federal government have on spatial policy and what role is there for a national-level planning policy in Canada that can seek to coordinate its spatial plans with those of its provinces and municipal governments? This paper represents only a portion of this broader research into national-level planning in Canada as it seeks to understand the institutional and political structures of four European nations, the United Kingdom, Germany, France and the Netherlands in an attempt to understand how national-level planning has been developed, utilised and implemented. The paper first examines the institutional context for the discussion of national-level planning and the impetus for the study of national-level planning in Canada. This is followed by an examination of the development of national-level planning in Europe and a brief analysis

of four case studies. The lessons learned from this analysis is then applied to the Canadian context, concluding that while no national-level policy can be generally applied regardless of context, each case studied demonstrates how institutional frameworks were developed to achieve individual national goals.

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PLANNING WITHOUT PLANS – STRATEGY ABSENCE AS VIRTUE IN REGIONAL PLANNING

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Can planning work without plans? The current debate on strategic planning for cities and regions show a convergence with recent research in organization theory and management science. Inconsistent with traditional planning thought the absence of explicit strategies – plans – is no longer unconditionally seen as organizational failure: “Planning without plans may not be such a bad idea” (Friedmann 2004: 54). Instead the attention is directed towards the framing conditions that either facilitate or impede the formulation of strategic plans as a tool for strategy formation. In particular management scholars, like Inkpen (2000), associate strategy absence with a liberating effect that can possibly stimulate innovation and creativity. Accordingly, strategy absence can be ‘implemented’ to foster an atmosphere of strategic flexibility.

Admittedly, the challenge to plan without plans is paradoxical. To many scholars strategic planning is already an oxymoron. Whereas planning is about rational analysis and programming, strategizing is targeted towards discovery and creative synthesis. In different academic fields (like planning science, policy analysis, and organisation theory) a rich body of literature exists concerning the challenge to combine planning and strategizing. In management theory this challenge is described as the need for dealing with social paradoxes (Poole / Van de Ven 1989, De Wit / Meyer 2004). Whereas logical paradoxes exist in timeless, abstract thought, social paradoxes are about a real world, subject to its temporal and spatial constraints. Among the most important social paradoxes with regard to strategic planning is the one between deliberative planning and incremental adaptation to emergent developments. To Mintzberg et al. (2005) organizational strategies can generally be described as ‘deliberately emergent’. Other known social paradoxes of strategic spatial planning are e.g. control versus responsivity, autonomy versus embeddedness, determination versus reversibility, and innovation versus consensus.

The paper presents selected results of a two-year research project of the author that dealt with the paradoxical practice of strategizing in regional development initiatives in Germany. It was based on the assumption that well performed strategies lead to more effective planning practices and that regional planners need to improve their

strategic abilities to act as analysts, advisors, facilitators, and managers. Its main objective was to describe the ambiguous nature of strategic planning for regions and to compile a process model as a tool for planners and strategists to reflect on the contradictory challenges of regional strategic planning. In addition, the project acquired criteria for the choice of an appropriate strategic planning approach in relation to the varying strategy contexts.

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WATER AS AN ELEMENT OF STRATEGIC OPPORTUNITY IN REGIONAL PLANNING AND DEVELOPMENT

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The relation between spatial planning and water issues in the Netherlands, and throughout Europe, is in a process of fundamental change and renewal. As a consequence of factors such as increasing water surpluses and shortages, and urbanization pressures on water, the emphases have shifted from water management as a separate regulatory activity, towards water as a new strategic opportunity in spatial planning and regional development. While much is known about how planning in a regulatory way relates to water management, comparatively few insights exist about how an issue such as water offers chances, and can help build strategic capacities in planning practice.

Based on a literature review and two detailed case studies (interviews, document analysis), this paper explores how efforts to synchronize Dutch regional water management and spatial planning match international insights in opportunity research and strategy making. Accordingly, the paper considers policy making for water and regional planning as a strategic process, emphasizing, among other things, an ability to identify opportunities and entrepreneurial alertness.

To what extent can current attempts to link Dutch water management and regional planning be regarded as a practice of opportunity development? How could theoretical insights on opportunity (from management studies, social movement studies and political theory) help further strategic action for water issues in planning? What conditions do planners need to improve opportunity identification or entrepreneurial alertness? We employ two Dutch water planning projects, Wieringen Border Lake (North-Holland) and Blue City Groningen to explore in detail some of these exemplary questions. Generally, we are witnessing the emergence of transforming policies, envisioning water less as an 'enemy' and more as a 'friend', and linking water policies to the socio-political and hydro-social realities of regions and cities.

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IDENTIFYING MEGAREGIONS IN THE US: IMPLICATIONS FOR INFRASTRUCTURE INVESTMENT

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Megaregions host a significant portion of the country's population and economic activities. With intense traffic congestion and a constrained environment in megaregions, a pressing policy question is how we should structure transportation and infrastructure investment and an appropriate policy framework to respond to the challenges. While current regional planning is mostly limited to metropolitan planning (Dewar and Epstein 2007), megaregion planning for infrastructure to support economic functionality is critical in ensuring regional competitiveness in a global context (Ross, Leone de Nie and Barringer, 2006).

In order to efficiently allocate infrastructure investments in megaregions, it is essential to know the extent to which megaregions are connected. Recent studies identify several megaregions across the country. While some research considers industrial, historical, and cultural relationships in their methods (Lang and Dhavale 2005), most previous research is based on the 'essentialist' approach which emphasizes unitary urban order and 'territory-based' systems. These approaches have been criticized because of the failure to consider diverse relationships of places and future pathways of development (Ross and Harbour, 2006). Alternatively, a relational approach, which focuses on particular relational networks and the proximity of places from nodal points, has been suggested (Healey 2004).

As a part of a research project commissioned by the Federal Highway Administration, the purpose of this paper is to empirically identify megaregions in a way that combines traditional and relational approaches, taking into account the myriad forces at play in the agglomerations and interactions of regions. Secondly we will examine the implications of this approach for infrastructure investment decisions (Amekudzi, Mobley and Ross, 2007). The methodological approach will:

1. Identify nodal points (hub metropolitan areas) of networks.
2. Select candidate metropolitan areas within the influence of nodal points.
3. Measure functional and social relations between hubs and candidate metropolitan areas.
4. Determine megaregional metropolitan areas based on the information developed in 3 above characterizing those relationships.

5. Identify surrounding hinterlands of megaregions considering future growth, protection of the natural environment and implications for infrastructure investment.

Functional relations are measured by flows of information in major service industries, commodity flows, industrial composition, and regional GDP. Social relations are measured by similarities of demographic characteristics, cultural preferences, interactions and shared natural amenities. The sphere of influence of hinterlands is measured by density gradients of demographic and economic factors using county data. The methodology includes use of data on watersheds, growth projections, topographic variation, and changes in urbanized land.

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SHRINKAGE AND EXPANSION IN PERI-URBAN CHINA: CASE STUDY FROM JIANGSU PROVINCE

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Studies of shrinking cities have largely concentrated on Europe, North America and other countries including Japan and Korea. Typically these studies address issues of shrinkage in a setting of relative stable or slow economic growth and often a rapidly ageing population. Relatively little attention has been given to the question whether shrinking cities or towns are also found in a fast growing economy with population increase, such as China. This paper is an attempt to address this phenomenon through a case study in China.

China's national economy is experiencing a sustained period of economic growth with an annual average close to 10% sustained over the last two and half decades. Overall the population is still expanding though growth is moderating due to the tightly enforced one-child per family policy. Economic growth is accompanied by significant structural changes in the economy with rapid rise of the manufacturing sector, especially the labour-intensive sectors. This is accompanied by rapid urbanization. Sustained economic growth, chiefly concentrated in the coastal region and its large cities, has attracted enormous numbers of individuals to migrate from the less-advantaged regions and towns to the more prosperous regions, towns and cities. In some regions, peasants have reportedly abandoned

agriculture and went to work in the many new enterprises, leading to the phenomenon of "hollow villages." However, amalgamation of villages and towns due to deliberate policy decisions also leads to the shrinkage of some communities. In the case of China, an additional typology needs to be considered. While many of the forces and processes observed in other countries may apply in China, one of the most important processes that is leading to shrinking or expanding villages and townships are the administrative reforms that started in the 1990s and continuing today. Addressing the consequences of the changes in China will be substantially different from those prescribed for shrinking cities in other parts of the world.

This paper utilises data from one urban region, Yixing City, about 200 km west of Shanghai, in Jiangsu Province in China to illustrate these changes. Yixing is a city of 1.22 million of which about 800,000 being urban population. This paper utilizes both published and unpublished data at the village and county levels to identify the impacts of the changes.

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DECLINE IN THE BERLIN'S SUBURBS

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Despite growing discussions about urban shrinkage in general, especially in Germany since the end of 1990s, the particular subject of shrinkage in suburbia has not been widely researched (cf. Howe et al. 1998). This paper will investigate cities and communities in Berlin's suburbs (which are located beyond the city boundary) in order to explore underlying general principles of (sub-)urban shrinkage and regeneration. The results may help to set appropriate strategies for city planners and governments – addressing shrinkage as an opportunity as well as a problem.

The paper tries to answer these specific questions:

- Which areas in the suburbs of the Berlin-Brandenburg Metropolitan Region have been most strongly affected by shrinkage since 1990?
- Why are these areas shrinking, while other surrounding areas at the urban fringe are developing? Which factors and circumstances play a decisive role?
- How do the communities and towns in the suburbs deal with shrinkage?
- Which planning concepts and (in)formal measures for developing the potential redevelopment sites have been successful?
- How do shrinking processes in core city areas and at the urban fringe interrelate?

The dynamics of growth and shrinkage are well described in Van den Berg's et al. (1982) theory of urban life cycle development. It describes four stages of urban development: urbanisation, suburbanisation, desurbanisation and re-urbanisation through the processes of concentration/de-concentration and growth/decline of

entire functional urban regions. Nowadays, this theory is applied more widely than just to the entire functional urban region.

After quantitative analyses for the identification of case studies and having gained a broad insight into the regional patch-work pattern of development, I carried out qualitative interviews. Surprisingly, they revealed that local stakeholders still have “blind spots” about shrinkage, which is considered as a negative phenomenon in their point of view. The correct strategies for dealing with shrinkage at the urban fringe are probably quite different from those most suitable for the core city or more exactly the “inner city”. The comparative assessment of both will identify and confirm the differences.

I expect to find three different categories of sites within the urban fringe:

- (1) sites with no potential for redevelopment,
- (2) potential sites with existing interest in, and plans for, redevelopment,
- (3) already (re-)developed (“former potential”) sites.

A comparison of categories #1 and 2 may uncover factors explaining the motives and the decision making of important redevelopment stakeholders. A comparison of categories #2 and 3 will help to understand the redevelopment processes and to identify relevant planning instruments that can be used in shrinking areas. This research will concentrate strongly on sites that are going to be redeveloped in the near future. Category # 1, which means leaving shrinking sites undeveloped, is not necessarily negative, since a) they may provide future development potentials as framework conditions for redevelopment change over time, and b) they may aid in preserving ecological biodiversity and improve the life quality in nearby areas of the city.

This paper is nearly related to the dissertation I have been working on for three years in the graduate study program “Perspectives on Urban Ecology 780/II” with the common topic “Shrinking cities: structural changes as opportunities for the development of urban nature and enhanced environmental quality for city dwellers” in Berlin. The main advisor is PD Dr Markus Hesse (mhesse@zedat.fu-berlin.de) at the Freie University, Department of Urban Studies, in Berlin. Field research is at the final stage now, meaning the main theoretical and empirical investigation is almost done. Evaluation and interpretation of results are related goals on which I plan to report at the conference.

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[1998]

POSTER: CULTURE, CREATIVITY AND INNOVATION AS DRIVERS OF DEVELOPMENT AND URBAN REGENERATION

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This paper examines how the interplay of creativity and culture as drivers of economic and social development, have helped some shrinking cities to re-invent themselves. This reinvention process is a complex mix of fine tuned elements: joint visioning, developing complex synergies, good city design and good networking dynamics.

The example of St. Louis in Missouri, an American city that was shrinking for decades, provides a rich case for analysis, evaluation and counter pointing of a shrinking city currently attempting to employ the creativity agenda to reinvent itself.

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TRACK 14: TRANSPORTATION, MOBILITY, CONNECTIVITY AND INFRASTRUCTURE PLANNING

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PUBLIC SUPPORT FOR ENVIRONMENTAL TRANSPORTATION TAXES AND FEES? A SURVEY OF CALIFORNIANS

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This paper reports on research investigating whether California residents would be willing to support what we term “environmental” transportation taxes and fees: those set at variable rates, with higher rates for more polluting vehicles and lower rates for less polluting ones. If this type of variable approach to transportation taxes and fees is shown to be politically acceptable—or even popular—then lawmakers can adapt the transportation finance system to achieve two benefits at once: encouraging drivers to choose more sustainable transportation options at the same time as raising revenue for state transportation programs. Growing concern with global warming, air pollution, and energy security, combined with state concern over shrinking transportation revenues, make this type of transportation finance system a particularly exciting finance approach to evaluate. The research will be of significant interest to transportation planners and policymakers involved in current debates over how to fund and manage the transportation system.

We asked two specific research questions in order to explore the question of public support for environmental transportation taxes and fees:

1. How likely are California residents to support such environmental transportation taxes and fees?
2. What are the socio-demographic and attitudinal factors that influence support for such taxes and fees?

To answer these questions, in January 2008 we conducted a random-digit-dialing telephone survey of 1,500 California adults. Respondents were asked if they would support several tax and fee options, including a mileage fee where the rate varied according to how polluting the vehicle was, a vehicle registration fee where the rate varied according to how polluting the vehicle was, and a “feebate” program for new vehicle purchases under which more polluting vehicles would be charged a tax and less polluting vehicles would receive a rebate. In addition, the survey asked respondents about their driving behavior, the vehicle they drive, and their views on various transportation and environmental topics.

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PERCEPTIONS OF CONGESTION PRICING IN THE METROPOLITAN ATLANTA REGION

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Traffic congestion is an increasing burden for American cities. Congested highways delay truck transport and commuters, causing economic and social losses to local businesses and residents and making the area as a whole less attractive to potential residents, investors and visitors. Drivers suffer increased stress and the resulting negative health effects. Long delays in car travel leads to greater amounts of pollutants being emitted into the atmosphere, increasing air pollution. In short, city and state transportation agencies have a strong interest in reducing congestion.

One strategy that has been recently introduced is congestion pricing. The idea is to reduce demand, and thus the number of cars competing for space on the road, by making more explicit the costs of adding an additional driver to the lane. The result is freer-flowing travel in the managed lane and a more efficient use of all of the lanes in the managed corridor.

The Georgia DOT has commissioned Georgia Tech to conduct a comprehensive assessment of public perceptions of potential congestion pricing mechanisms in the Metropolitan Atlanta area. It is expected that a congestion-pricing project in this area will face similar obstacles to those seen in other areas of the country, such as resentment based on the perception that residents are being asked to pay for a previously “free” service. Furthermore, because of Atlanta’s history of racial inequalities and spatial economic segregation, equity questions might be more politically volatile than they would be in other metropolitan areas.

There is some suggestion that as congestion problems have worsened over time and as managed-lane projects in the United States have gained publicity, public officials’ attitudes towards congestion pricing have become more positive (Benjamin, et al, 2007). Yet American attitudes towards congestion pricing have been characterized as lukewarm at best, and previous polls have found little support for time-of-day variable pricing (Swisher and Ungemah, 2006, Weinstein and Dill, 2006).

Research on attitudes towards congestion pricing programs around the country indicates there are many misconceptions among the public about managed lane programs. This paper will compare the results from 16 focus groups (segmented by income, corridor, and commute type) in the Atlanta area with perceptions around the country to verify similarities and variations and to examine the role of technology in these perceptions. The results of this study will

contribute to the evidence base of the public's perception of pricing programs and provide guidance to agencies interested in the implementation of similar programs.

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SOLVING MULTIMODAL FREIGHT CHALLENGES IN THE CHICAGO AND UPPER MIDWEST REGIONS
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Most of the institutions that control and support America's transportation systems, institutions concerned with jurisdiction, ownership and responsibility, evolved over time to support a different economy than we have today. Manufacturing was more regional in nature. Competition was also within a region, or at least within the nation. Agriculture was also more tied to regional markets. Global trade was largely in high value products. In short, our institutional arrangements reflect a time when distance was a much more significant barrier than it is today.

Freight does not respect political boundaries, nor does it respect infrastructure ownership. For example, the flow of freight moving to and from Minneapolis depends on the conditions in Wisconsin and Illinois to a far greater degree than it depends on the conditions in Minnesota. Rail traffic in Chicago impacts the entire nation.

Since 2002, the states of the Upper Midwest region have collaborated on regional solutions to multimodal freight challenges. The Mississippi Valley Region generates 27.2% of the nation's rail shipments (by weight) and there are 876 intermodal facilities (770 of which involve rail to truck transfer) in the region. Among several recommendations need for institutional reform to address the negative impacts of rail movements in urban areas. This is readily apparent in the Chicago metropolitan area.

This presentation will explore a case study of the Chicago region's freight rail movements. Chicago is the only city where all major U.S. and Canadian Class I railroads come together to interchange freight. This includes the two major western U.S. railroads, Burlington Northern/SantaFe (BNSF) and Union Pacific (UP), the two major eastern U.S. railroads, CSX and Norfolk Southern, and the two major Canadian railroads, Canadian National (CN) and Canadian Pacific (CP). At least six other private railroads operate in the Chicago region, although the vast majority of the region's rail infrastructure is owned and maintained by the Class I carriers. The Chicago region alone has more than 2.5 million tons of freight moved by 1,100

freight trains and 37,500 railcars making it the Freight Rail Capital of the World.

One of the primary foci of the presentation will be the Chicago Region Environmental and Transportation Program (CREATE). CREATE is a historic public/private partnership between the State of Illinois, City of Chicago, Metra and the nation's freight railroads. This activity will allow cooperative investments capital improvements to increase the efficiency of the Chicago region's rail infrastructure. CREATE, when fully implemented, will reduce train delays and congestion throughout the Chicago area, with positive economic benefits rippling through the nation's economy.

The presentation will also address air quality and social impacts of the rail activities in the area and explore emerging opportunities for enhancing the velocity of the freight movements in the region.

With respect to air quality, Chicago has far more freight rail emissions than any other region - approximately twice the emissions of in the Los Angeles region (with the exception of CO) and more than four times (in some cases, more than 10 times) that in any of the other regions. This includes 18% of the nation's freight rail NOx emissions, 23% of VOC emissions, 32% of PM-10, and 17% of carbon dioxide. The USEPA SmartWay voluntary partnership between EPA and industry leaders is designed to develop a comprehensive strategy to improve environmental performance of the freight sector.

Finally, the case study will explore some of the social impacts of improving freight efficiency in the Chicago region. The 2007 South Suburban Freight Study will be featured.

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IMPLEMENTING SMART GROWTH: LESSONS FROM A TRAVEL DIARY STUDY OF THE SOUTH BAY AREA OF LOS ANGELES
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During the past fifteen years, a large literature has examined whether land use is related to travel behavior. The focus has been large on hypothesis testing. Relatively overlooked is the question of how planners would change the built environment for the purpose of changing travel behavior. This question is especially salient in California, where every large metropolitan planning organization in the state has developed long-term land use plans that rely heavily on building centers as a tool to reduce car travel. In this paper, we ask and answer the following question: How could one transform auto-oriented neighborhoods to become functional mixed-use centers with higher rates of trip capture and walking travel?

The analysis is based on detailed travel diary data for 2,399 persons who live in eight small neighborhoods in the South Bay area of Los Angeles County. The South Bay is a classic post World War II auto-oriented suburb, and an excellent test case for studying how to re-center land use in car dependent urban areas. The eight study neighborhoods are comprised of four inwardly focused mixed-use centers and four corridors where commercial development is concentrated on a linear arterial. The rich travel diary data, combined with parcel level land use information, provide exceptional possibilities to test land use travel behavior links that can inform Smart Growth policy while also giving new insight into the question of causality. Several regression techniques are used to examine these links.

The results suggest that two factors are influential in encouraging walking and trip capture – centered geometry and retail mix. Inwardly focused centers generate more walking and higher trip capture rates, other thing equal. There is less evidence of an effect on car travel. Retail mix, largely overlooked in the literature, is very important. Some trip types, linked to particular classes of retail, appear able to be switched from the automobile to non-motorized modes, while other trip types are far less likely to switch mode even if Smart Growth land use patterns are present. The implication is that mixed use, in and of itself, is not sufficient to generate travel benefits; the character of the retail matters. Neighborhoods with local grocery stores, restaurants, and personal shopping outlets have more walking and higher trip capture. One implication is that Smart Growth planning cannot move forward with engaging economic development practitioners and developers in a discussion of the nature of neighborhood retail. Larger implications for implementing Smart Growth are also discussed.

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SUPPORT THE WARRIOR INSTEAD OF MANNING EQUIPMENT: THREE CASES OF DEVELOPING PLANNING SUPPORT SYSTEMS FOR LAND USE AND TRANSPORT PLANNING

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There is a large and growing consensus that integrated land use and transport (LUTR) planning is an essential ingredient in achieving more efficient and sustainable urban environments. However, empirical evidence shows that due to existing institutional barriers and (sometimes conflicting) substantive differences, such integration is hard to achieve in planning practice. Therefore, potential LUTR planning participants should embrace as much process- and substantive support as they can get. Planning Support Systems were (and are) specifically developed for this goal.

However, research shows that, over the years, the main bulk of developed LUTR Planning Support Systems (PSS) has not made it from the prototype phase into daily planning practice. Although some are used to speed up routine tasks, they are hardly used to assist the planning participants in the more complex tasks that are crucial in

achieving truly integrated LUTR strategies (e.g. visioning and strategy development). Specifically improving support for these planning tasks seems therefore a legitimate goal, but a change in PSS development seems to be in order if we really want to develop instruments that will be embraced by planning practice.

This paper builds on the hypothesis that the lack of reciprocal interaction between the tacit knowledge of planning participants (i.e. belief systems, planning paradigms) and the explicit knowledge in the PSS is one of the key bottlenecks blocking their implementation. Questions that arise from this are 1) how this tacit-explicit interaction can be improved and 2) if this leads to higher implementation chances for PSS. Based on insights from cognitive psychology and knowledge management, a PSS development approach is constructed in which a PSS is iteratively developed and used in a specific planning context (Mediated Planning Support). The result is a continuous and structured dialogue between PSS developers and potential users in which tacit and explicit knowledge aspects interact and learning takes place. This approach has been applied in three cases to develop PSS that support LUTR strategy development processes. These cases will be described and on the basis of observations, interviews and questionnaires the context, mechanisms and outcomes will be described. Preliminary findings show an increased insights for both PSS developers (e.g. on how their instruments are used in 'wicked' planning practices) and planning participants (e.g. improved acceptance of LUTR instruments and improved usability of these instruments).

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SERVICE ORIENTATION, BUS-RAIL SERVICE INTEGRATION, AND TRANSIT PERFORMANCE: AN EXAMINATION OF 45 U.S. METROPOLITAN AREAS

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Service orientation is one of the most important decisions a transit manager makes. A manager can choose to concentrate service on the central business district (CBD) in the hope of serving CBD-bound trips or to disperse service in an attempt to match the dispersed urban forms and attendant travel patterns that characterize U.S. metropolitan areas. In metropolitan areas with more than one service mode, the service orientation decision becomes more complicated, as managers attempt to define the roles to be played by, for example, bus service and rail service. In such situations, managers may try to integrate their bus and rail services in ways to better serve their target customer market and increase their agency's performance.

In prior research, we found that service orientation was an important explanation behind transit performance (riding habit and

service productivity) in U.S. metropolitan statistical areas (MSA) with between 500,000 and 5,000,000 persons. Metropolitan areas whose agencies concentrated their service to better serve CBD-bound trips (radial service orientation) performed less well than those where agencies dispersed their service to better serve a dispersed array of travel destinations (multidestination service orientation).

As part of this research, we gathered data on the proportion of service miles delivered by rail transit. Examination of this variable revealed that in some cities rail transit is associated with improving transit performance while in others it is associated with declining performance. Anecdotal evidence suggested that rail metropolises with improving performance were those where managers had used rail transit investment as an opportunity to restructure their bus networks to provide better connectivity to dispersed activity centers located throughout their area. However, we did not have the data to test this relationship.

This paper examines the relationship between service orientation, bus-rail service integration, and transit performance. We examine performance in all metropolitan areas with between 1 million and 5 million persons between 1984 and 2004. Our analysis stratifies these MSAs into four groups based on the combination of 1) service orientation (multidestination versus radial) and 2) the presence of rail transit in the MSA (bus-and-rail versus bus-only). We examine the performance of each group on three dimensions of transit performance (riding habit, service productivity, and cost effectiveness) using data obtained through the National Transit Database and U.S. Census Bureau. We close with recommendations for transit managers, planners, and policymakers.

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TOWARDS MORE SUSTAINABLE TRANSPORTATION: DO POLICIES MATTER?

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This paper investigates the influence of transport policies on individual travel behavior in Germany and the U.S. The purpose of this research is to begin to understand how best to combat unsustainable trends in transportation, such as environmental pollution, oil dependence, obesity, traffic congestion, and road fatalities. Car ownership rates have been growing rapidly in both countries over the last decades. Yet Germany has been more successful in maintaining a more balanced, sustainable transportation system. In 2002, Germans drove 55 percent fewer kilometers per capita than Americans, and used transit, cycled, and walked for 4 times more trips. Transportation energy use per capita and CO₂ emissions from passenger road transportation were roughly 3 times higher in the U.S. than in Germany.

In both countries, all levels of government set the policy framework for individual travel behavior through regulations, subsidies, and taxation. Within this framework of incentives and disincentives, individuals make choices about residential location, transportation mode, distance traveled, and number of daily trips. More sustainable transportation can only be achieved if transportation policies, individual decisions, and their interdependencies are understood.

This analysis includes two parts: First, a descriptive and qualitative examination of differences in travel trends and transport policies over time sets the frameworks within which individuals react by making travel choices in each country. In the second section, a multivariate analysis based on two comparable national travel data sets explores the intricacies of these choices.

The descriptive analysis showed that U.S. policies and institutions have generally been more favorable toward the automobile and have contributed to making car use cheaper, easier, and more common in the U.S. than in Germany. Multivariate analyses showed that transportation policies accounted for 25 percent of the variability explained in travel behavior (spatial development patterns: 25 percent; socioeconomic and demographic variables: 40 percent).

Policy implications for both countries from this research include: (1) the important role of higher population density, a greater mix of land uses, and access to public transportation in reducing car travel and car travel distance; (2) gasoline prices have a significant effect on car travel distance; (3) car ownership is a crucial determinant of car use; (4) road supply and car speeds are important determinants for car use; (5) the combination of anti-car policies with measures that increase the attractiveness of non-automobile modes has been key to more limited car use in Germany.

NOTE: drawn from an almost completed dissertation

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A MESO-SCALE MODEL OF PEDESTRIAN DEMAND

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Planning for the mobility and safety of pedestrians is a major concern for urban and rural areas. One important aspect for developing pedestrian plans is the amount of pedestrian traffic that can be expected in a particular area given the land use, transportation and social context. However, transportation demand models have been almost exclusively focused on motorized transportation (Desyllas et al 2003). In addition, the tools available for predicting non-motorized transportation have typically been underdeveloped and less sophisticated than those methodologies for motorized modes. The advances in geographic information systems (GIS) and the availability of detailed spatial data now permit advances in pedestrian modeling techniques that can be used by pedestrian planners to forecast pedestrian volumes in a given area. This paper describes one approach to modeling pedestrian demand using readily available data at the sub-regional scale.

The traditional four-stage urban transportation modeling process has been used extensively in regional travel demand models (McNally, 2000). In this paper, we present a pedestrian demand model that builds upon the traditional four-stage urban transportation model. But unlike regional travel models, this model functions at the pedestrian scale (at the neighborhood and street block level), utilizes readily available archived data, and operates entirely within a geographic

information systems framework. The model has three components: trip generation, trip distribution and network assignment. Trip generation estimates the numbers of pedestrian trips that originate and end at each street block based on land use characteristics. Trip distribution connects these trip origins and destinations to estimate pedestrian flows. Finally network assignment predicts routes that pedestrians are likely to take on their journey. The end result is an estimate of the numbers of pedestrians, or pedestrian volumes, which will occur on sidewalks and intersections in the study area over a 24-hr period.

Finally, we explain how the model output could be used in conjunction with pedestrian-vehicular crash data for analysis of pedestrian risk exposure. Pedestrian risk exposure, a common measure of pedestrian safety, is defined as the number of crashes per pedestrian per unit area. Pedestrian crash data are commonly available at the intersection level but data on the number of pedestrians per intersection are frequently not available or incomplete across a study area. The model addresses this deficiency by providing an estimation of the numbers of pedestrians per intersection in a typical day.

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APPROACHING INFRASTRUCTURE AS 'URBAN PROJECT': THE CASE OF THE NETHERLANDS

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One of the major targets of today's urbanistic discipline is recovering the strategic, dynamic, and cultural value of urban infrastructures. To approach infrastructure as 'urban project' means to recognize the power of articulation and the weight of urban significance of the places of mobility in the contemporary city. It means as well to recognize the need to reinstate the role of infrastructure as an integrated element of the city. The scope of this paper is to present (and reflect upon) a series of pioneering and multidisciplinary approaches to infrastructure planning and design recently developed in The Netherlands. Those projects exemplify new ways to organize infrastructure and urban programs, the role of the designer as an agent within the public/private field, new technological changes fueled by a post-industrial context, new conceptions of operative contextualism, new scales of intervention and new urban dynamics. Ultimately the approaches and projects presented in this paper will serve as a common ground for debate on the tangible possibilities to restore urban infrastructures to the urbanistic realm. This paper concludes by sketching a future agenda for a revised critical theory of multidisciplinary infrastructure planning and design.

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IS ALTERNATIVE DEVELOPMENT UNDERSUPPLIED? AN EXAMINATION OF RESIDENTIAL PREFERENCES AND CHOICES OF NORTHERN CALIFORNIA MOVERS
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Previous studies suggest that there is an unmet demand for pedestrian- and transit-oriented development because of current land use regulations that promote low-density, segregated-use, and auto-oriented development through zoning, subdivision, and parking standards. However, most of these studies employed the stated-choice method which inherently has many disadvantages. Further, a combination of conflicting residential attributes into hypothetical situations may distort consumers' choices. Using a 2003 dataset of about 600 Northern California movers, this study adopted an alternative approach to explore the adequacy of the demand for alternative development by examining recent movers' preferences for and perceptions of alternative neighborhood characteristics. This study addresses the following questions: (1) To what degree do residential preferences for accessibility to transportation systems and land uses influence residential choice? (2) What share of households preferring alternative neighborhood attributes have experienced dissonances (perceptions < preferences)? Based on results of ranking, t-tests, and multivariate analyses, I found that preferences for the attribute regarding accessibility to transportation systems and different land uses (such as walking, biking, and transit facility, access to local stores and parks) are secondary in residential choice. In other words, preferences for accessibility, except workplace proximity, can play an important role in residential choice only when other first-priority factors are comparable. Further, movers' perceptions of accessibility attributes on average exceed their preference for corresponding attributes, suggesting that they are satisfied with their residential choice. A small share of movers experienced dissonances of all accessibility characteristics but proximity to workplace, but a much larger share showed disparities on suburban-type attributes (e.g. cul-de-sacs and large backyard). Therefore, this study fails to support the argument of the undersupply of alternative development.

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RESOLVING THE LINKS BETWEEN ACTUAL PEDESTRIAN MOVEMENT AND STREET CONNECTIVITY
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Planners have become increasingly aware of the problems associated with disconnected, automobile-oriented environments, including decreased levels of physical activity due to reduced transit and non-motorized trips. Previous research has shown that higher levels of street connectivity tends to increase pedestrian activity, as improved connectivity leads to smaller block sizes, greater access to nearby destinations, and more diverse and often more vibrant commercial nodes. In order to revisit this hypothesis and examine the microscale impacts of connectivity on specific types of paths, GPS data from an Atlanta regional travel survey (SMARTRAQ) have been analyzed based on standard and new measures of connectivity. The GPS data were collected in 2001 from a sample of households in the 13-county Atlanta non-attainment zone for ozone. Participants logged their travel behavior over a two-day period in an Electronic Travel Diary (a PalmPilot device) synchronized to a Garmin GPS unit. The roughly 150 walk trips reported represent a robust dataset of typical walk behavior for a population of 186 Atlanta residents in high- and low-density environments.

Many measures of pedestrian behavior have been limited by the lack of objective travel data (particularly trips not associated with commutes to work). The tendency of short paths to go unreported and the lack of detailed data about the spatial and temporal configuration of the path constrain the types of questions that can be answered. Various measures of connectivity have been employed previously, such as block size, intersection density, and street density. Although these measures are helpful, they are by necessity aggregated to small or larger urban areas. New measures of connectivity developed at Georgia Tech are calculated at the level of the individual street segment: these include "metric reach" (or how many units of street are within a given distance from a point or street segment) and "direction changes" (the average number of changes required to access destinations at a given distance from a point or street segment).

In this paper, previous findings about pedestrian activity and the built environment are re-examined and new hypotheses are developed. The inclusion of detailed GPS path data allows us to understand the local properties of spaces that support walking. GPS tracking data also allow us to observe various path characteristics, such as the length, pace, and directness of paths. The new connectivity measures are able to describe characteristics of individual paths or qualities of specific street faces with respect to the overall street network system. These measures have been shown to influence the distribution of pedestrian movement in part due to the intrinsic cognitive effects of the grid, or how simply the street system can be understood by inhabitants. The addition of path characteristics and fine-scale connectivity measures enriches the dialogue on pedestrian activity and the built environment by capturing the types of activities that are supported in various urban environments.

The findings confirm that denser street connectivity encourages walking. Not surprisingly, higher connectivity spaces are associated with slower and more direct paths (hypothesized to be “instrumental” in nature) and lower connectivity spaces are associated with faster and more circuitous paths (likely undertaken for exercise and leisure). It appears that at present different types of urban form may support different kinds of trips. Given the often conflated goals of increasing physical activity and reducing automobile usage, this relationship should be examined in greater depth. Planners should be mindful of how neighborhoods impact the ability to walk to a corner store (activities reduce automobile usage) as well as the ability to safely jog or walk the dog (activities that significantly increase physical activity).

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HOW TO MAKE BTOD MORE SUCCESSFUL?

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Transit-Oriented Development (TOD) is a particular category of smart growth and New Urbanism. This paper concentrates on recognizing the strengths and weaknesses of bus TOD (BTOD) relative to rail TOD (RTOD) and on making BTOD more successful in bus-prone, low density and suburban areas. BTOD could

hypothetically succeed if certain conditions are met and effective measures are implemented.

This study will: 1) identify BTOD strengths and weaknesses through conducting an extensive literature review of both theoretical research results and case studies; 2) collect BTOD-related data in both U.S. and other countries; 3) propose a comprehensive set of strategies and measures to improve BTOD attractiveness and effectiveness; 4) establish BTOD-oriented performance indicators to measure its successes or failures; 5) test research hypotheses; and 6) make improvement recommendations on BTOD planning and implementation.

This study is directly relevant to the ongoing U.S. transportation planning education and practice today. The research results are especially applicable to the Commonwealth of Virginia's low density and suburban areas, where buses remain the predominant transit mode. This study holds that there is no “inferior” transit mode, and each particular transit mode fits a particular set of conditions and settings. Likewise, there is no secondary TOD. As long as we design it well, BTOD can also be effective.

Key data sources come from those BTOD case studies conducted at home and abroad. Examples include: Miami-Dade Busway, Boulder Transit Village, Pittsburgh East Busway, Ottawa Transitway, Curitiba bus rapid transit, Australian bus rapid transit (Adelaide and Brisbane), and others. Local data source includes the Greater Richmond Transit System (GRTC).

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CLEAN DEVELOPMENT MECHANISM AS A NEW SOURCE OF FINANCING URBAN TRANSPORT PROJECTS IN CHINA: POTENTIALS AND CHALLENGES

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Like the rest of the world, with all kinds of externalities unaccounted for, many urban transport projects in China geared towards public transit or non-motorized transport are aborted due to lack of funding or in deficit though highly subsidized. The situation is even more severe in China, where rapid motorization becomes the driving force of economic development, and public resources flow to highway building and urban road expansion.

Clean Development Mechanism (CDM), one of three mechanisms established by the Kyoto Protocol, allows industrialized countries with reduction commitments to invest in greenhouse gas reduction projects in developing countries, and urban transport projects like public transit, non-motorized transport improvement, or transport efficient land use plan have potential to be qualified for CDM. While

potentials and challenges coexists and vary from one project to another, this paper will focus on one project in Nanchang (Jiangxi, China) and try to shed light on the feasibility of utilizing CDM to help finance urban transport projects in China.

The paper first discusses the potentials and long-term benefits of transportation CDM projects in China, and focuses on the challenges by examining the Nanchang case. Utilizing the result of the CDM Methodology Study for Transit-Oriented Development (TOD) in Nanchang in 2007, we analyze the costs (including emission reduction costs and transaction costs), revenue (including emission reduction amount calculation and CER (Certified Emission Reduction) price), and risks involved in the implementing process.

We find that: 1) although transportation CDM is a high-hanging fruit itself, which involves methodological problems, quantification and data difficulties, high monitoring costs, and high project risks; Chinese cities have opportunities and potential long-term benefits from implementing transportation CDM to help finance urban transport projects, with innovative funding arrangement and implementing sequence; 2) However, Chinese cities face extremely high transaction costs and projects risks including stringent and complex domestic procedure, lack of data, lack of inter-governmental coordination, inefficient monitoring and enforcement system, as well as relatively low government capacity at the local level. The policy implication for China might include encouraging cities with high-capacity to initiate pilot cases, and more efforts on data collection, evaluation methods, and capacity building in cities.

This paper comprehensively lays out the potentials and challenges of utilizing CDM in the transportation sector in the China context. Potentials and challenges are quantified or incorporated in the costs and revenue analysis. Practically, this paper also provides policy advice for the Chinese government with the conditions of investing in transportation CDM projects in order to add new financial sources to urban transport projects, and institutional suggestions to reduce risk and improve efficiency of the implementation of these potential projects.

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EXPLORING THE SPATIAL DEVELOPMENT DYNAMICS OF STATION AREAS IN TOKYO

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Generally it is recognized that land use patterns and transportation patterns are closely related to each other. Less well known is the reverse impact from transport to land use (Fürst & Wegener, 1999; Giuliano, 2004). It is obvious that the availability of infrastructure makes certain locations accessible, but exactly how developments in the transport system influence the location behaviour of landlords, investors, firms and households is less clearly understood. A way to illustrate the complex relationship between land use and transport is via the 'land use transport feedback cycle' (Fürst & Wegener, 1999; Meyer & Miller 2001, Giuliano, 2004). According to this cycle land use and transport patterns both influence each other. Land use patterns determine the location of human activities such as living, working, shopping, education or leisure. The distribution of human activities requires trips in the transport system to overcome the distance between the location of activities. These activities create new travel demand and, consequently, a need for transportation services, whether in the form of new infrastructure or more efficient operation of existing facilities. The resulting increase in accessibility co-determines in its turn the location decisions of landlords, investors, households and firms and so results in changes of the land use thereby starting the cycle again. This process continues until a (provisional) equilibrium is reached or until some other external factor intervenes (Meyer & Miller, 2001, p. 129).

The node-place model of Bertolini (1999) follows the reasoning of the transport land use feedback cycle and aims at further exploring the underlying relationships. The basic idea is that improving the transport provision (or the node value of a location) will, because of an improved accessibility, create conditions favourable to the further development of a location. In turn, the further development of a location (or an increase of its place value) will, because of a growing demand for transport, create conditions favourable to the further development of the transport system. The emphasis on 'conditions' is important, as it refers to a development potential identified by the node-place model which in reality may or may not be realized. The model assumes that a balance should be expected between the node and the place functions and where this is not the case areas will show a strong tendency to move towards a more balanced state. But is this really the case? Do areas develop according to the expectations of the node-place model and if not why do they differ?

In this paper, the node-place model is employed to unravel the development dynamics of station areas in Tokyo. Tokyo is a particularly interesting case because of the very high level of integration between railway and real estate development (Sorensen 2001, 2003). As a first step the development potential of a range of stations within the Tokyo metropolis is explored. For this the node-place model of Bertolini (1999) is used. Second, the outcomes of the model are confronted with the actual investments taking place in and around station areas to find out if stations develop according to the expectations of the model. Third, explanations are sought for the matches and mismatches between the identified development potential and its actual realization. Here, the external factors come into play. Eventually, this will help to gain a better understanding of the drivers behind the development of station areas in Tokyo.

I am a PhD student. This paper is drawn from an approved dissertation proposal.
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THE CREATION AND EVOLUTION OF AGREEMENTS FOR NEGOTIATING THE PUBLIC USE OF PRIVATE ASSETS IN A HALF CENTURY OF COMMUTER RAIL POLICY
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Commuter rail service is increasingly looked to as means for addressing urban transportation congestion in the United States. A defining feature of commuter rail (in comparison to other modes of rail transit) is its ability to operate over freight railroad infrastructure in conjunction with freight service. The potential of sharing infrastructure continues to make commuter rail attractive by offering a cost-effective means to secure a right of way and infrastructure.

However, the potential benefits of a shared right-of-way can only be realized if an agreement can be reached with the railroad for demarking responsibilities between the agency supporting commuter rail service and rail freight. The process of reaching agreements has been a defining feature of commuter rail services as it has evolved over the past half century. The successful functioning and renegotiation of agreements have resulted in their being among the longest sustained public-public-partnerships for public transportation in the United States.

This paper examines the topic in two parts. The first part examines the creation of the historic creation of commuter rail policy as a meeting of local transportation objectives with a shifting federal regulatory and policy landscape. The second part builds on this background to provide a context to examine current and emerging problems confronting commuter rail service.

Overall, this paper makes a new contribution to scholarship on public transportation by bringing attention to the often overlooked area of commuter rail service, and specifically, the functioning of contractual relationships.

Sources for the paper are drawn from federal and local policy papers and briefs and from memoranda and contracts between local agencies and railroads. This analysis provides a context to critically examine recent best practice manuals and position papers, which have comprised bulk of literature on this topic in recent years. The larger context of contemporary public-private partnerships is informed by the work *Regulating Infrastructure* by José A. Gómez-Ibáñez (2003) and numerous minor works examining specific cases related to this field.

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[784]
POSTER: PRIVACY ISSUES IN HOUSEHOLD TRAVEL SURVEYS

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Household travel surveys are one of the most important tools in the transportation planner's box, but they do face certain limitations, including the potential for under- or over-reporting of travel, lack of specific route information, and a paucity of data on non-automobile trips. The advent of Global Positioning Systems (GPS) surveys, where participants are asked to carry a GPS monitor to record their actual movements and locations, has proven a boon for transportation planners, but they also have their limitations. Perhaps the greatest obstacle faced at this point is the willingness of residents to participate in what may be viewed as an invasive process. Issues of confidentiality, security, and privacy are often noted in the literature as among the primary problems that may influence the willingness of recruited persons to participate in travel surveys. This paper will examine both privacy issues as they impact the efficacy of traditional and GPS surveys as part of household travel surveys, and how the characteristics of persons who have or have not indicated a willingness to participate in a GPS survey may impact the accuracy of travel models based upon this data. The 2006/2007 Chicago Metropolitan Agency for Planning (CMAP) household travel survey will be used as a case study to examine to what extent persons are willing to share personal information and relationships between household and travel characteristics and willingness to participate. Results of the study will be used to draw general conclusions as to how GPS studies should be utilized within the framework of transportation modeling and planning. Additionally, it will be used as a springboard for future research on people's willingness-to-trade of privacy for increased efficiency and/or safety.

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[785]
SHOCKING SUBURBIA: OIL VULNERABILITY, HOUSING DEBT AND THE URBAN GEOGRAPHY OF SIX US CITIES
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One of the most prominent economic phenomena in recent years has been the marked increase in the global price of petroleum which has risen from around US\$30 per barrel in 2004 to over US\$90 in late 2007. This rise has pushed up the price of gasoline in US cities and has increased costs for urban motorists. Such cost increases have also been accompanied by growing concern over increasing household vulnerability to housing finance cost pressures, as exemplified by, but not solely restricted to, a crisis in the 'sub-prime' mortgage finance market.

Both petroleum and mortgage finance are key elements in the suburban transport and housing formation that characterises US cities. A growing body of commentary suggests oil prices are likely to continue to increase over the longer term - a phenomenon which has considerable implications for the economic and social sustainability of US cities. Household socio-economic status is also highly differentiated at the sub-metropolitan scale which has implications for the distribution within cities of household vulnerability to fuel and mortgage cost pressures.

To date there has been little empirical research which has examined the twin pressures of fuel and mortgage costs on households in US cities. Internationally, there has been little analysis of the relationship between transport, housing tenure and housing finance (Dodson and Sipe 2007). While some research has examined these issues at a broad scale (Newman 1991) there have been few studies which examine the spatial distribution of such emergent vulnerability at the sub-metropolitan level. The authors work on Australia is the first to assess this relationship (Dodson and Sipe forthcoming).

Our paper presents a methodology for understanding the urban spatial distribution of 'oil and mortgage vulnerability' based on US Census data and deploys this in case studies of six US cities - Boston, Chicago, Atlanta, Portland, Las Vegas and Phoenix - which have been selected as generally representative of variations in US urban types. The paper finds that oil and mortgage vulnerability is widely distributed within the selected cities but with the older transit-based metropolises of Boston and Chicago displaying overall less vulnerability. By comparison newer high-growth cities such as Las Vegas and Phoenix appear to be highly oil vulnerable. Surprisingly Portland also fares poorly in terms of oil vulnerability despite its reputation as a success story in sustainable urbanisation.

The paper concludes with consideration of the prospects for US cities under higher gas prices and potential policy interventions which may assist in meeting such challenges, as well as the pressing need for further research and methodological refinement in this area.

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[786]

PLACING THE MEGAREGION IN A GLOBAL CONTEXT

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Megaregions represent a new and potentially fruitful context for American transportation planning. Megaregions are geographic areas that will contain two-thirds of the nation's population by the middle of the 21st century (Amekudzi, Thomas-Mobley, Ross, 2007). These regions are characterized as networks of metropolitan centers and their surrounding areas, connected by existing environmental, economic and infrastructure relationships. As megaregions contain and continue to attract significant amounts of the country's economic activity and global connections, they struggle with intense traffic congestion and negative environmental impacts associated with transport. Given continued growth, how should American planners, elected officials and policy-makers structure transportation and infrastructure investment in order to address the particular challenges and opportunities presented by megaregions?

This paper begins to answer that policy question by drawing on international experiences to conduct a comparative analysis. Historically, multi-state transportation and infrastructure planning has been difficult to accomplish in the American political context. However, an examination of international urban development and transportation infrastructure investment suggests that megaregion planning frameworks could help the United States preserve the quality of life and economic vitality of its most populous and dynamic geographic areas, as well as to compete with city-regions already engaging in polycentric approaches to transportation planning.

The research presented here, drawn from research programs sponsored by the Ford Foundation and the Federal Highway Administration, will compare American planning practice beyond the metropolitan scale to similar spatial-planning efforts outside the United States. Specifically, the research examines the effect megaregional scaling might have on infrastructure provision, given previous cases of multi-regional, multi-urban, polycentric planning. Specific case studies will include the Randstad multi-city region in the Netherlands; the Trans-European Transport Networks (TENs-T), an ambitious, European-Union-wide infrastructure plan; and other examples of transport planning for polycentric urban regions. This paper will conclude by synthesizing lessons from examples outside the United States to inform the megaregional approach to transport planning.

Karen Leone de Nie and Jason Barringer - are research scientist (research faculty) at Georgia Tech and am not a PhD student.

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Jessica Doyle - PhD student but I am not yet at the dissertation stage. My advisor is Dr. Catherine L. Ross of Georgia Tech, catherine.ross@coa.gatech.edu or (404) 375-5133.

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[787]

COMPARING THE IMPACT OF PARKING AND HOUSING DENSITY ON RAIL TRANSIT RIDERSHIP

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This proposed research will examine the ridership impacts of park-and-ride lots as compared to housing density surrounding rail stations. The end goal is to establish an estimate for the number and type of housing units that are needed within a given distance of a station to generate the same number of riders as a parking space.

A regression model will be used to predict the number riders for each unique origin and destination station combination for rail systems in the San Francisco Bay Area, Washington D.C., and Atlanta. After controlling for the generalized cost of traveling between two stations (e.g., travel time, fares) and the attractiveness of the destination, the ridership impacts of the parking space count and the housing profile at the station of origin will be explicitly compared.

One of the oft stated goals of transit investment is to reduce dependence on automobiles and its associated problems (e.g., air quality, energy consumption, social equity). A rail system which relies on park-and-ride stations does not go very far in meeting such goals. On the other hand, building park-and-ride lots around stations may be the best way to maximize ridership and, consequently, provide justification for the large capital investment. The proposed research can help inform this debate by determining the kind of housing density that is necessary to replace parking spaces and how this density threshold varies by region. It may be that the required density could not be supported by the local housing market and in such cases it becomes difficult to argue against a park-and-ride strategy. Conversely, if the required densities are feasible, the justification for park-and-ride becomes tenuous.

Ridership data, fares, travel times, and parking space counts will be gathered from the various system operators. The regions for this study have been chosen because they all have fare payment systems that allow the compilation of rider counts for origin-destination combinations. Data will be acquired for the year 2000 so that it matches with the most recent census data, which will be used to

determine station area housing profiles. The necessary data has already been collected for the BART system in the San Francisco region.

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[788]

CURRENT AGENCY PRACTICES AND THE POTENTIAL FOR SHARING TRANSPORTATION SERVICES AMONG THE GENERAL PUBLIC AND PEOPLE WHO REQUIRE SUBSTANTIAL ASSISTANCE WITH THEIR DISABILITIES AND SPECIAL NEEDS

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About six million Americans with disabilities experience difficulties getting the transportation that they need, and 1.9 million of them never leave their homes; 560,000 attribute their isolation entirely to transportation difficulties (Bureau of Transportation Statistics 2003). A survey of 644 disabled adults in New Mexico found that 37 percent had missed out on job opportunities due to lack of transportation, and 23 percent had lost jobs because they could not reliably access work (Espinosa 2002). In South Carolina, disabilities and special needs boards provide services to disadvantaged populations, primarily with physical and mental handicaps. The ability to provide transportation services to this disadvantaged population is a necessity, but to what extent do these people need dedicated transportation services and how much can their transportation services extend to members of the general public? The explicit call for coordination of transportation services in the United We Ride program and SAFETEA-LU legislation brings these questions to attention.

The objectives of this research are:

- to characterize the unique role that disabilities and special needs boards play in providing transportation and
- to pose means to bridge the divide between transportation needs of consumers of services for the disabled and the general population.

Data for this research came from a review of literature and case study interviews with disabilities and special needs boards in three regions of South Carolina conducted in the summer of 2006. Further interviews with potential partners in transportation service coordination in those regions have provided perspective for the realistic extent to which transportation services can be shared. The results can help local and regional transportation planners take advantage of transportation services in their communities while respecting the very real unique needs of people with disabilities and special needs. Experience has shown that people with severe mental

or emotional disabilities might not integrate well with unfamiliar drivers or vehicles, but conversely, the general public appears to have little fear or concern about traveling in a vehicle dedicated to people with mild disabilities when no other travel options are available.

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[789]

HOW LOCAL IS MAIN STREET? AN ANALYSIS OF TRIPS TO COMMERCIAL STREETS IN MONTREAL

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According to the Origin-Destination (OD) survey conducted in Montreal, Canada, non-work related travel comprises around 61 percent in average of the weekday daily trips. Several researchers claim that traditional urban design promoting pedestrian oriented commercial streets can lead to reductions in automobile use. This statement assumes that users of these streets will come mainly from neighboring areas. In this research, we analyze four different commercial streets in Montreal. The selection of streets is based on several criteria including: street length, presence of a business development association, business density, location relative to other commercial streets, mix of retail activities, presence of a friendly pedestrian environment, location outside downtown Montreal, and several other factors. The OD survey helps in modeling each individual trip to the studied streets while accounting for travel mode. By observing the origins of these trips, it is clear that variations exist among how far users are commuting to each street. The first section of this research paper concentrates on distances being traveled by users. The second section tries to identify reasons leading to variations in such distances. This is done through several statistical analyses controlling for the number of opportunities being passed by each user (individual accessibility) to reach his/her desired destination, socioeconomic factors, and street characteristics. The findings of this study will help in evaluating the influence of urban form and other factors on non-work travel behavior. Urban designers, planners, and academics will benefit from this research through better understanding of the characteristics leading to shorter trips to

commercial streets. The results of this analysis will have impacts on the design of future commercial main streets and can be used as guidelines for improving existing ones.

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[790]

DRIVING TO CLOSE DESTINATIONS: WHY CAN'T WE ANSWER NATURE'S CALL?

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Contemporary urban areas in the United States have seen declining walking activity, which researchers attribute to the fact that current fragmented land use patterns put uses in no proximity to one another and make trips longer (Boarnet and Crane 2001; Ewing, Pendall et al. 2002). It seems a reasonable assumption that the attractiveness of walking decreases when the trip distance gets longer. However, if the environment allows us to make short trips, will we answer nature's call—choose to walk rather than drive?

A recent travel survey in the Triangle Area in North Carolina shows that for trips less than one mile only 30% of people chose to walk. Such a disappointing phenomenon further raises two questions—why can't we walk to close destinations and what can planners do to help? The paper probes the answer to these two questions by focusing on short trips of less than 1.5 miles. At the single trip level, Logistic regression is employed to explore the key contextual factors in mode choice of short-distance trips after controlling for socio-economic and attitudinal variables. Contextual factors incorporated in the models include built environment characteristics (e.g., density, land use mix, connected node ratio, and presence of sidewalks) at both the trip origin and the destination, and other important external factors such as trip purpose, weather, time of day, and auto availability. A total of three models are developed to respectively predict walking choice of trips that are less than 0.5 miles, 0.5-1 miles, and 1-1.5 miles.

The research uses an existing activity-based travel survey dataset in central North Carolina—the Greater Triangle Travel Study conducted in 2006. The sampled households were surveyed on different dates from January 31 to May 26, which provides great variation in weather conditions. Data on weather conditions were collected from National Climatic Data Center. Land use data comes from local government agencies in Orange, Durham, and Wake Counties in North Carolina.

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[791]

ATTEMPTING TO BRIDGE THE URBAN DIVIDE IN CITIES OF THE DEVELOPING WORLD. THE CASE OF LIMA, PERU.

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Many cities of the developing world grow according to informal urban processes as a result of accelerated urbanization processes. Newcomers to the city occupy peripheral land and build their own dwellings before the site is developed. Expanding network services to these areas is a long, expensive and complicated affair. Therefore, many cities are unable to realize the modern infrastructural ideal of universal service (Graham and Marvin, 2001), a fact which produces a visible urban divide. Before the 1990s, the public sector was generally in charge of these services, but the context has changed towards more reliance in the private sector. Cities with high poverty restrictions have serious problems to find satisfactory business models for providing total territorial coverage (Dupuy, 1991), especially in those sectors which demand high investments. The situation of network services of the poorest part of the population remains a major issue for urban policies in cities of developing countries (Coutard, 2005).

What are cities with great poverty restrictions doing to bridge this type of urban divide? This study presents the situation of water and sanitation systems and public transport infrastructure in Lima, Peru. The analyses have a historical as well as a comparative perspective between these urban sectors, relating them to (successful) Latin American examples. Using local quantitative and qualitative data, the analyses take into account two main issues: the levels of general access to the networks; and the usage of these services by the residents of recently-formed informal districts.

The findings show great differences among the sectors. Low tariffs and lack of finance have been constraining the necessary expansion of the networks in the water sector, which remains in public hands, although some improvements can be observed. On the other hand, public transport networks, in the hands of the informal sector, have expanded until the most distant informal areas, although the quality of the service is low. The main conclusion is that to find affordable ways to bridge this type of urban divide, the involvement of both the private and public sectors in the network service sectors should be accompanied by careful, strong and accountable regulation.

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[792]

THE PRESENTATION OF SELF IN EVERYDAY [TRANSIT] LIFE: AN ETHNOGRAPHIC STUDY OF LOS ANGELES BUS CULTURE

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This research project uses ethnographic fieldwork methods to document and understand the patterns of culture and behavior on public transit. Specifically, this study compares the ways in which people behave and interact on different bus lines in Los Angeles, and the relationships between this observed behavior and broader societal contexts and phenomena. Fieldwork on two bus lines – a local bus and a newer bus rapid transit (BRT) line – in Los Angeles reveals that life on buses involves a myriad of complex social and interpersonal interactions that significantly shape the transit riding experience. Data were gathered over the course of three months with the researcher immersed in the transit environments as an active member of those public spaces through participant observation. While she did interact with riders and drivers, she did not reveal herself to anyone as a researcher and, in this sense, was participating covertly. On the two lines, regular disruptions occur along several dimensions, including negative and positive disruptions, the scope of the disruption, their quality as brief or more sustained, and their sensory impacts. The findings, however, show that the number of disruptions and the maintenance of social order on the two lines are very different. This research also introduces the idea of “experiential reliability” – or the consistency of experience – as a possibly significant factor influencing the mode and route choices of riders. This work suggests that bus spaces are rich, informative, and largely overlooked sites of social and public life, and that the experiential aspects of bus riding have important implications for transportation planning and travel behavior analysis. For transportation planners, nuanced studies of the more micro-scale characteristics of transit culture and behavior could help them understand (1) riders’ and potential riders’ perceptions of public transit, (2) the determinants of social behavior and order on buses, and (3) the potential of policies aimed at making these spaces more comfortable, equitable, and safe in order to maintain or increase ridership levels, a constant concern for transit agencies.

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[793]

ASSESSING THE APPLICABILITY OF CITIZENS’ PANELS FOR USE IN U.S. TRANSPORTATION PLANNING PROCESSES

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Citizens’ Panels (CPs) are a highly participatory form of citizen involvement in decision-making processes that have been used successfully in Germany, the United Kingdom, Spain, and other countries (Dienel and Renn 1995 and Sinning 2007). A US variation on the process—Citizens’ Juries—takes a similar approach (Crosby

1995). Such processes are based on rigorously prepared multi-day panels that include expert presentations, extensive deliberations, and decision-making by panels of randomly selected citizens compensated for their commitment of time and effort. CPs are used to address controversial planning and policy topics and, because of clear definitions of topics addressed, broad representation of a region’s population, and the careful deliberation the process provides, the results are seen as trustworthy in traditional political discourses.

For all the potentially large benefits of CPs, however, they have only infrequently been used in planning processes in the United States and, for transportation planning processes, only in a handful of cases. This paper will present the results of an exploratory research project to understand the circumstances and conditions that could make such a process successful in the US. The research begins in the spring of 2008 and will include semi-structured interviews with planners and public participation specialists working with Metropolitan Planning Organizations (MPOs) and public transit agencies in Philadelphia, PA, Oakland, CA, Cleveland, OH, and one other major metropolitan area. Preliminary analysis and findings will identify the barriers to use of CPs and the opportunities that exist for the utilization of this deliberative, participatory process of citizen engagement in the United States.

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THE AEROTROPOLIS AS A NORMATIVE MODEL OF URBAN FORM

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The influence of aviation on urban form, its impact on the quality of urban life, and the implications for planning are profound. As intermodal hubs in a connected, globalised world, airports have evolved from transportation nodes into multi-faceted business enterprises anchoring mixed-use activity centers, corridors and zones. John Kasarda’s concept (c2000) of the ‘aerotropolis’ recognises the significance of airports as drivers of local and regional economic development in their attraction of directly aviation-linked activity and more indirectly (through accessibility, agglomeration and prestige economies) aviation-orientated land uses both in the immediate airport environs and along radiating transportation corridors. The nature of these trends worldwide is incontrovertible, although they have rolled out with different vigour and character depending on the scale and mix of airport activity.

How well does the aerotropolis concept capture airport-centric development trends for 21st century cities and the planning issues arising? Drawing on an extensive review of relevant scholarly, trade

and policy literature, this paper looks critically at the concept as a normative model of urban form. Despite a compelling exposition which has seen it widely trafficked in the airport industry, it has largely escaped scholarly examination. The exception is a recent critique by Charles et al (2007) from a broad futuristic public policy perspective. This paper develops a complementary and more detailed perspective rooted more specifically in the aerotropolis as a sustainable spatial form and functional planning construct. It considers its origins and assumptions, deconstructs its spatial form, highlights its silences on critical environmental and related issues, and canvasses wider implementation implications for planning.

The aerotropolis model emerges as a seminal heuristic capturing some of the physical outcomes of modern airport-linked development within a metropolitan setting, but problematical as a planning template for the ideal form. It is ultimately a simplistic, conservative and economic concept which, accepted most literally, challenges few current development trends and tacitly appears to endorse them.

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[795]

LINKING HIGHWAY IMPROVEMENTS TO PATTERNS OF REGIONAL GROWTH AND LAND USE WITH QUASI-EXPERIMENTAL RESEARCH DESIGN

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An important issue for future improvement and extensions of highways will be the ability of projects to sustain challenges to Environmental Impact Statements based upon forecasts of regional growth. A legal precedent for such challenges was established in 1997 when a U.S. District Court judge ruled that the EIS for a proposed Illinois toll road was deficient because the growth projections were the same in the build and no-build scenarios. This paper incorporates popular regional growth forecasting models into a quasi-experimental research design that directly relates new highway extensions in two California counties to changes in population and employment location, while controlling for no-build historical counterfactuals. The authors model simultaneous employment and population growth from 1980 to 2000 in Merced and Santa Clara counties, two California counties that received substantive highway extensions during the mid-1990s. The strategy permits a comparison of the before-and-after tests for effects of improvements on economic growth and land use in the metropolitan region that constitutes Santa Clara County and the smaller towns and exurban regions comprising Merced County.

This research is funded by the Mineta Transportation Institute, Project Number 2703.

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[796]

COPING WITH PEAK OIL AND GLOBAL WARMING IN AUSTRALIAN CITIES

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Australia is a highly urbanised nation and its cities are amongst the most car dependent in the world. This paper examines how Australia's urban transport systems will be impacted by peak oil and global warming, and the options for mitigating these impacts. Scenarios for future oil prices and availability, energy efficiency measures, transport investment options and travel behaviour change are examined to test the likely effects on accessibility and equity in inner and outer suburbs and for different income groups, using

detailed analysis of travel patterns. This is used to identify the key policy implications for government in addressing these issues.

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THE ELUSIVE QUEST: URBAN GOODS MOVEMENT POLICY IN CANADA AND THE UNITED STATES

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This paper compares the evolution of urban goods movement policies in Canada and the US, focusing on the role played by local actors, specifically port authorities, hybrid public-private organizations and local governments, in relation to the role played by the national government, states and provinces. In both countries, and especially in West Coast port cities that are gateways for trans-Pacific trade, planners and policy makers have struggled to deal with rapidly increasing trade flows, and mitigating negative impacts such as congestion, pollution and incompatible land uses. The priorities of urban goods movement seem locked in intractable conflict with the priorities of sustainable urban growth and development. Our comparative analysis explores the dimensions of these conflicts, and the way in which planners and policy-makers in multiple institutional locations are responding. We show that in two west coast urban regions, greater Vancouver and Los Angeles, port authorities and hybrid public-private organizations have played a critical role in initiating urban goods movement policy and planning. In both places, local government has remained relatively uninvolved in urban freight planning. However, despite similarities in their initiation, actual urban freight policies in each country have diverged due to differences in the institutional context and the role played by higher levels of government. The findings point to important similarities and differences in the process and prospects for urban freight policy and planning.

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[798]

MOTORIZATION AND SUSTAINABLE TRANSPORT PLANNING: AN ASIAN MODEL

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The primary objective of this paper is to make a connection between the Singapore story of land transport development and the debate about sustainable transportation planning. In particular, the paper

examines the relevance of a planning proposal that involves a shift between two transportation models characterized by the dominance of private cars (model 1) and public transport (model 2). Research questions include 1) is there a switch from model 1 to model 2 in Singapore and why? 2) How do Singapore planners manage the transportation issues in the city-state? 3) What is the role that the government of Singapore has played in transportation policy making and development? The findings reveal an Asian model of sustainable transport development which is featured by no model shift but innovations of a range of well coordinated policies. They include policies that reduce the number of cars in both ownership and usage, and at the same time policies that increase the availability and ridership of public transport facilities. This model is created by a developmental state that emphasizes its political legitimacy and economic pragmatism.

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[799]

AN EVALUATION OF INTEGRATED PLANNING AROUND THE PRIVATISED RAIL NETWORK IN BRITAIN

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In 1994 significant changes were introduced in British land-use and transport planning policy which resulted from growing concerns about the negative impacts of rising volumes of road traffic. One aspect of the resultant set of demand management policies focused around promoting modal shift to the national railway system for passenger and freight traffic. It was expected that land-use planning would be used to support this by promoting development in rail accessible locations. However, the national railway network was privatised between 1994–97 and this has made it much more difficult to co-ordinate local authority land-use and transport planning with management and development of the railway network.

This paper reviews the impacts of railway privatisation and changing structures, policies and processes in land-use planning, on the capacity to deliver integrated rail planning in Britain. It begins by reviewing changes in institutional structures for the rail sector and for land-use planning and evaluating their impacts on the relationships between agencies in the two sectors. It then moves on to review policy developments in the two sectors and evaluates the extent to which they are focused on relationships between the them, as opposed to other sector specific matters. Finally the outcomes, in terms of rail traffic volumes, rail network development and the delivery of development in rail accessible locations, are then reviewed and evaluated.

The paper draws from secondary data in terms of published reports, policy documents and rail traffic data as well as drawing from empirical work carried out by the author. The paper will provide an

invaluable, critical overview of British practice for scholars and practitioners.

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[800]

"MAKE YOUR AIRPORT A SOCIAL CENTER": MOBILITY, SOCIABILITY, AND DESIGN IN INTERWAR AMERICAN AIRPORTS

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I am a second-year PhD student. The following is an abstract of a paper that I have written in anticipation of submitting my dissertation prospectus next year, which will focus on the infrastructure of international mobility in several global economic hubs. My advisers are Susan Fainstein (sfainstein@aol.com) and Margaret Crawford (mcrawfor@gsd.harvard.edu).

My research focuses on planning and design strategies that aim to promote or restrict the circulation of people, goods, and information. In this paper, I analyze the genesis of two urban transport typologies—the airport entertainment center and the downtown check-in terminal—in order to offer an historical perspective on current debates about the relationship between the airport and the city. By examining the development of several American airports during the 1920s and 1930s (including Chicago's Sky Harbor), I hope to shed light on the impact of changes in transport technology and mobility options on the form and design of urban regions.

My hypothesis is that current attempts to turn airports into entertainment-driven retail environments, as well as the rising popularity of inner-city check-in facilities, represent an unintentional recuperation of interwar business models. In locating these typologies within a larger historical trajectory, I hope to problematize prevailing analyses that regard these recent developments as expressions of the post-modern and post-industrial privileging of accessibility and flow over notions of fixity and place. Rather than interpreting the rise and fall of these typologies as symptoms of contemporaneous political and economic changes, I argue instead that the re-emergence of inner-city air terminals and retail-oriented themed transport environments can be read as expressions of the shifting and unresolved nature of the relationship between geographic mobility and the built environment.

At the heart of such an analysis lies the question of the socioeconomic role of transport infrastructure in the urban landscape, especially those components that do not explicitly engage with the actual processes of geographic displacement. I will argue that the airport and its related collection of business centers, hotels, retail outlets, and recreational facilities need to be conceived of as a particular set of transport-based typologies which mobilize the metaphor of geographic mobility as a vehicle for a more broadly defined exchange of goods, people, and information. At the same time, I will show that this is by no means a novel strategy and that many of the purportedly post-industrial concepts currently employed

in the adaptation of transport facilities for the purposes of retailing, recreation, and job creation were already being implemented during the infancy period of civil aviation.

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[801]

EVALUATING THE CUMULATIVE EFFECTS OF TRANSPORT PROJECTS

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Transport contributes around 25% of the EU emissions of greenhouse gases and the 2007 Stern report shows that transport is the one sector where end-user emissions are growing. The pressures of transport on the environment can cause multiple direct (and indirect) impacts, from the emissions of air, noise, light and heat pollution, to long-term global warming effects from carbon dioxide (CO₂) emissions. Human exposure to these effects compromises the liveability (and palatability) of the urban environment and the sustainability of activities at a local to global level.

To reduce local and global emissions (in their widest sense) from the transport sector (and associated activities) the EU has financially supported a package of innovatory transport initiatives in several European cities through the CIVITAS demonstration programme. These projects are being evaluated according to well established cost benefit and cost effectiveness methodologies. These traditional appraisal methodologies focus on the direct (and sometimes indirect) impacts of single projects rather than the interaction of several policy measures. Cumulative effects are also generated by the interaction of policy actions, such as the sequential activities on the same site and the multiple activities in the defined case study area that persist over time. These effects can be antagonistic, additive or synergistic.

This paper reports on research evaluating the cumulative effects of 50+ transport projects, across five CIVITAS cities, designed to encourage the uptake of more environmentally friendly private and collective transport technologies by local political administrations and individuals. The CEA has extended the project specific impact evaluation to identify and assess the incremental effects of the demonstration projects when added to other past, present and reasonably foreseeable future actions of key actors/ stakeholders in the case study area. The methodology involves examining the numerous interactions and indirect effects both from the demonstration projects and from the multiple activities at different locations within the case study areas.

The paper discusses the ex ante and ex post data issues and the methodologies available to counteract potential deficiencies, such as the collection of qualitative data on more intangible impacts and longer-term trends, expert judgement and Delphi techniques. These methods have been shown to be useful in the context of this study. The paper concludes with thoughts on how CEA can enhance both transport strategy and scheme prioritisation processes as part of sustainability assessment.

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[802]

PUBLIC-PRIVATE PARTNERSHIPS FOR HIGHWAY FINANCING: CASE STUDIES OF THE RECENT CONCESSION DEALS IN INDIANA, ILLINOIS, AND TEXAS

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In light of funding shortfalls and continuous demand for the construction and maintenance of highways nationwide, public-private partnerships (PPPs) in conjunction with road pricing have recently been garnering tremendous attention from federal, state, and local governments in the U.S. One of such examples is the Indiana Toll Road, which runs through northern Indiana and connects to the Ohio Turnpike in the east and the Chicago Skyway in the west.

However, the level of knowledge of PPPs for its efficacy in financing transportation infrastructure in the U.S. is still limited for several reasons. First, there are various types of PPP that have been implemented in cases in the U.S. and foreign countries. Second, many economic, social, political, environmental, and institutional factors significantly vary and influence the outcome of PPP arrangement in different cases. Third, the evaluation of success significantly varies depending on perspectives—either financial or socio-economic.

In this study, I will conduct in-depth case studies including the Indiana Toll Road, the Chicago Skyway, and Texas State Highway 121, analyzing documents and data available from the internet as well as reports and studies that will be requested to agencies and companies in these PPP cases. Specifically, I will examine the central issues in PPPs for highway financing: 1) control of assets, 2) allocation of risk and financial benefits (i.e. concession fee, future revenue from tolls, interest premium), 3) appropriate concession terms, 4) non-competitive provisions, 5) source of revenues (taxpayers vs. users), and 6) means of expenditures (specific highways, transportation projects, or provision of any public service and infrastructure).

The goal of this study is to examine the efficacy of PPP deals selected in the case studies and to assess the potential and feasibility of successful implementation of such PPP arrangement in other highway financing projects. In addition, the study will contribute to the body of literature on privatization of public infrastructure and services.

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[803]

RECREATIONAL CONNECTIVITY IN A CONTESTED AREA: SOFT MOBILITY AND INFRASTRUCTURE PLANNING IN THE URBAN-RURAL FRINGE

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In industrialized countries the cohesion between cities and surrounding green areas in a so-called metropolitan landscape is essential for sustainable urban living conditions. "Celebrating the city" stands or falls with good connections between urban and green rural areas, because the latter is the place urban residents want to use to the full for a considerable part of their leisure time.

Transportation planning generally focuses on commuter and business traffic, but up-to-date Dutch data show that leisure and social activities are even more important sources of mobility. Traditional activities such as hiking and biking are still a favorite spending of leisure time. To accommodate this, the urban resident must be able to reach the surrounding green area directly from his residential area. And just this is a weak point: a lot of cities are surrounded with bundles of main infrastructure (motorways, rural highways, railways and canals) in their urban fringe, hindering or even excluding direct access with soft modes to the green areas. Research shows that the existence of barriers is an important cause of shortages in accessible green areas in many Dutch urban regions.

This paper has a double aim. Firstly, as an agenda-setting for giving more attention to this item, in both planning practice and education, because of the important role planners can play in avoiding (in the case of newly constructed major infrastructure) or mitigating (in the case of existing infrastructure) barriers between the urban and the green part of the metropolitan landscape. We argue for a more integrated approach, not only focusing on the transport function lengthwise of the major infrastructure, but positively also considering its impacts on networks of a lower order transverse on it and cut across. Secondly, we present some helpful tools to visualize and to manage these problems and we define missing knowledge for a well-considered plan.

The relevance of such an approach is multiple. It will improve the connections to the metropolitan green landscape and reduce the barriers for enjoying it directly from the urban residential areas with soft modes such as hiking and biking. For the sake of sustainability in

terms of social well-being, a less car dependent access to open space, with its evident positive impacts on security, relaxation and health, needs to be taken into consideration continuously.

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[804]

A MULTIVARIATE ANALYSIS OF THE SEVERITY OF INJURY SUSTAINED BY PEDESTRIANS INVOLVED IN COLLISIONS ON CITY STREETS IN KING COUNTY, WASHINGTON, 1999-2004

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This research focused on the severity of injuries and fatalities incurred by pedestrians colliding with motor vehicles. The research objective was to identify correlates of injury severity and to measure their relative effect by considering either individual-level factors or attributes of environments at or near pedestrian collision sites in order to support future transportation safety policies and standards. The research focused on city streets in King County, Washington. Data came from police records processed by the Washington State Department of Transportation (WSDOT) from 1999 to 2004. During this period, 2,457 pedestrians were involved in collisions. More than 42 percent suffered incapacitating or evident injury.

Objective and modeled data served to capture road characteristics and traffic conditions at and near collision sites, as well as attributes of the land uses surrounding collision sites. All the data were geo-coded in geographic information systems (GIS).

Binary and ordinal logistic regressions were used to assess the relative influence of individual and environmental factors on fatality and injury severity resulting from collisions. Two models were developed using five and two categories of injury severity as the dependent variables. The five-class model was based on the KABCO categories of fatality and injury. A three-step modeling process was developed to examine and identify objective built-environmental variables that affect pedestrian injury severity while controlling for other variables that have been found to be associated with pedestrian crashes and are commonly used in transportation planning. First, a base model used individual level data from the police record. Second, objective environmental variables captured within 0.5 km of the collision were analyzed by bi-variate test and then one by one in the base model. Third, final models combined the variables from the police records and the environmental variables that had been found to be significant in the one-by-one testing.

The final models showed that fatal and high injury collisions were significantly associated with variables such as pedestrian age, gender, and walking actions, road class, median home value, number of restaurants, and total length of sidewalks within the buffer area, having more than one pedestrian involved collision; drivers have been drinking, vehicles going straight ahead, and average daily traffic (ADT) volume.

I'm doctoral student in UW, yet this study has no connection with my dissertation.

My advisor is Prof. Anne. V. Moudon. Her email address is: moudon@u.washington.edu 206-276-3133

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[805]

THINKING URBAN TRANSPORT FROM AND URBAN DAILY MOBILITY POINT OF VIEW: THE EXPERIENCE OF SANTIAGO DE CHILE.

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Urban daily mobility refers to the experience of moving about the city on an everyday basis and it refers to all the ways people relate socially to change of place (Cresswell 2001, Sheller and Urry 2006). However, understanding this change need not concentrate on the types and forms of transport, as mobility is mostly a means to certain

socially patterned activities and not the point of such activities (Urry, 2006), but on the experience these mobilities generate. This paper argues that mobility can be useful to approach transport planning by analysing its applicability to case the city of Santiago.

On February 2007, the city of Santiago implemented a new urban transport system, Transantiago, the system aimed at improving the inefficiency in the current one, eliminating the insecurity issues present and improving the overall access to the city. Prior to its implementation, most experts were hopeful and positive about the future of Transantiago, policy makers were certain of its success, even international agencies had their eyes fixed on the experience, as it seemed as a revolutionary way of tackling urban transport without subsidies. At the time, the objective of improving inequity seemed distant and not very applicable to the transport system. Less than six months later, the system is about to collapse, the economic, social, political have been the main topics of discussion in the country for the past few months.

The exact impact and consequences are yet to be assessed but, and a serious evaluation of the system requires detailed information and time, yet many of the problems faced, were foreseeable prior to its implementation. An interesting analysis could be made in terms of the aims and ways in which this system was designed. One of the major problems the system faced, prior to its implementation, was the way urban transport was being conceived away from an urban development perspective, and very distant to understanding current urban daily mobility practices in the city of Santiago.

Using material from interviews to key experts as well as to detailed urban mobility practices data gathered through ethnographic carried out prior to Transantiago's work implementation, this paper will try to unveil the major conflict preventing an adequate implementation of a transport system and how urban transportation can be a way of tackling urban inequality, by adopting an urban daily mobility approach.

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Cresswell 2001
Sheller and Urry 2006
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Massey 2007

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INTERACTIONS BETWEEN RACE/ETHNICITY AND ETHNIC CHANGE ON TRAVEL BEHAVIOR: SOUTH BAY CASE STUDY

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This paper abstract is drawn from an almost completed dissertation.

This paper examines the interactions between race/ethnicity, ethnic change, and travel behavior by comparing individual non-work driving and walking trips for Hispanics, African-Americans, and Asians in eight ethnically diverse neighborhoods in the South Bay region of Los Angeles County. This study departs from previous studies in race/ethnicity and travel behavior by examining not only

differences in travel behavior and mode choice across racial and ethnic groups, but explores whether interactions between an individual's ethnic status and changes in the racial/ethnic profile of his or her neighborhood of residence influence travel behavior and mode choice. This case study relies on an extensive data set that includes detailed travel survey data for 2,399 individuals in the South Bay region. The South Bay travel survey is an online and paper survey drawn from neighborhoods chosen to represent both Smart Growth and traditional auto-oriented characteristics. Relying on this data set provides opportunities to gain detailed insights into land use-travel behavior interactions in inner-ring suburban neighborhoods where the policy challenge often includes "retrofitting" auto-oriented neighborhoods to facilitate walking and alternative modes of transportation and addressing the transportation needs of minority and disadvantaged groups.

The first part of this paper examines differences in driving and walking behavior among Hispanics, African-Americans, and Asians compared to non-Hispanic whites. Individual non-work driving trips and walking trips are first regressed on race/ethnicity variables and selected sociodemographic variables such as household income, employment status, and foreign-born status. The second part of this paper analyzes the interaction effects of race/ethnicity and ethnic change, defined by percentage changes in the racial/ethnic composition of the selected study areas from 1990-2000, based on U.S. Census data. In the second regression model, individual driving and walking trips are regressed on race/ethnicity variables, sociodemographic variables, a vector of ethnic change variables (percentage change for each race/ethnic group), and race/ethnicity and ethnic change interaction variables.

The results of this study suggest that there are differences in driving and walking trips across racial and ethnic groups in the South Bay neighborhoods. When considering race and sociodemographic variables only, African-Americans take fewer driving trips and Asians take fewer walking trips compared to non-Hispanic whites. However, after adding ethnic change variables and interaction variables in the second regression model, the results failed to show a significant interaction effect for driving trips while the results suggested an interaction effect for walking trips among Hispanics. This suggests that Hispanic individuals who walk are more sensitive to demographics changes in their neighborhood than those who drive. These results are significant because they provide windows into behavioral differences between individual driving and walking behavior among minority groups and also insights into interactions between individual travel behavior and perceptions and realities of neighborhood demographic characteristics. Furthermore, in light of recent emphasis in the literature on Smart Growth and promoting walkable neighborhoods, understanding these differences would help better forecast travel demand and also aid in responding to the transportation needs of diverse neighborhoods experiencing ethnic and demographic changes due to metropolitan migration and the influx of immigrants.

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[807]

**POSTER: VALUATION OF GOVERNMENTAL
GUARANTEE IN BOT INFRASTRUCTURE PROJECT WITH
REAL OPTION ANALYSIS**

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The limitation of the public funds available for infrastructure have induced governments to attract the private to participate in long-term contracts for financing/constructing/operating the huge infrastructure projects with Public Private Partnerships (PPPs) arrangements to reduce debt, constrain taxation, benefit from sharing financial risks, and reward between the public and private sectors. Because these projects have so complicated risk evolution, diverse contractual forms for project members to hedge those risks are necessary. Hence, the Build-Operate-Transfer (BOT) model has been used as very popular type to accomplish PPPs with a characteristic of a shared-ownership. For the government to attract the private's participation, they have used the incentive systems such as debt guarantee, Minimum Revenue Guarantee (MRG), and even direct cash support which are considered one of the important critical success factors in BOT project but they have stayed unfavorable in bidding processes by failing to evaluate this guarantee value with the traditional capital budgeting method, Net Present Value (NPV) analysis, because NPV analysis can't reflect the guarantee agreement's contingent characteristic. For this reason, "Real Option Concept" imported from "Option Pricing Theory" in finance has been thought effective to evaluate this guarantee value during the construction/operation of the project but there are still open issues in identifying/formulating/ calculating the guarantee option due to the complexity of option pricing theory and in considering the uncertainty of underlying asset. Furthermore, in recent researches, the processes in finding the volatility of underlying asset are ignored by assuming it is simply given or not being able to consider it in modeling process despite its importance. So, the research purpose is to develop the real option model to better evaluate the MRG by complementing the points which are existing option models overlooked and thoroughly following the option pricing theory. To do so, in methodology, developed real option model will formulate the MRG as a put option and consider the uncertainty of the underlying asset and the more detailed level of volatility. To verify the applicability of developed model, the model will be applied to the BOT toll road case study data gained from the private company and the results will be compared with those by NPV analysis and existing real option model. Finally, developed model is supposed to provide a theoretical framework to better evaluate the MRG under the BOT agreements and help the government establish BOT bidding policy and the private better make decisions in their investments.

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[808]

**PROTECTING THE PUBLIC INTEREST IN PUBLIC
PRIVATE PARTNERSHIPS FOR THE DELIVERY OF MEGA
TRANSPORT PROJECTS: THE CASE OF ATHENS RING
ROAD**

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This paper will try to investigate if the involvement of the private sector through a Public Private Partnership for the development of Athens Ring Road has led to a socially just solution that serves the public interest. The paper critically presents specific issues in the literature of Public Private Partnerships for infrastructure development and particularly toll highways that relate to the perspective from which the case study will be studied. A number of important factors that determined the Public Private Partnership, its terms and its outcome are going to be analysed in an attempt to evaluate, after three years of operation, the degree to which public interest has been safeguarded. This research does not aim to argue against the potential of serious benefits that private sector's involvement can offer but emphasize on some critical issues that are endemic in the planning and governance of mega transport projects and threaten the realization of those benefits through complex Public Private Partnerships. A central concern of this study is the role and responsibility of the government in achieving maximum public gain and the nature of the impediments that hindered its efforts. Therefore, the extent to which real transport needs are met in a fair, effective, economical and environmentally friendly way will be discussed while the insight into the project's governance and the policy implications regarding the level of public participation, transparency and competition will be the major challenge of this paper.

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[809]

TRANSPORTATION PLANNING BY MARKETING – A STRATEGY FOR THE MULTIMODAL MOBILITY OF ELDERLY PEOPLE

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Public transportation in Germany is an integral part of spatial planning. Especially in densely populated metropolitan areas strategies need to be developed to maintain the transport accessibility for all citizens and to decrease the negative side-effects of mobility. Therefore the German Ministry of Transport, Building and Urban Affairs announced the competition "Mobility 21 – examples for innovative transportation solutions" in 2007. The concept of the applied research project "PatronTicket" was one of the winning projects and it is now funded under a state program.

The paper first sets the scene with a summary of the mobility of the elderly in Germany in the light of the predictable demographic and social change.

In the second part, the paper examines the intention and results of the project "PatronTicket", a social marketing approach (consumer-to-consumer – C2C). The Public Transport Company in Cologne and the Dortmund University of Technology initiated a word-of-mouth advertising with regular customers older than 60 years to support the access to public transportation for new elderly customers. This concept is based on the finding that each means of transport has its own techniques and their use needs to be learned. The aim is to support access and orientation in public transportation to create routines and travel patterns for using the public means of transport.

In the next section, the paper presents findings from the ongoing project where interviews with 100 elderly "patrons" and their 100 elderly "godchildren" were carried out under the heading of ensuring a self-reliant, multimodal mobility. A summative evaluation will discuss the potentials of a marketing strategy to increase public transport ridership and to enhance the access to mobility for elderly people.

Finally the "PatronTicket" is revised, focussing on the marketing aspects of transportation planning. It is suggested that improving the multimodal mobility of the elderly, gaining new customers for the transportation company and reducing the negative environmental and spatial impact of increasing automobility could be combined.

[810]

SUSTAINING THE MOMENTUM - USING MEGA EVENTS AS CATALYSTS FOR ENHANCING URBAN TRANSPORT -

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In current practice, cities applying to host and celebrate international mega events understand only a fraction of the various potential impacts these events might have on their urban structure and transportation sector. The common neglect in strategic planning for these stimuli leads to missed opportunities in impacting a city's future. Examples are unused catalytic effect for sustainable change or

underutilization of the new – and for the event – necessary infrastructure. Given the increasing interest of cities to host international events and the need to plan for sustainable development, I propose a framework for impacts mega events have and could have on the metropolitan transport sector to aid decision-makers in their strategic planning process.

First, the paper introduces the topic of mega events by reviewing the literature on known impacts of mega events on urban development. It points out the insufficient analysis of potential impacts by the single case study of a mainly descriptive nature and thus argues for the need of an in-depth comparative approach. Thereafter, it builds a model of the general role and responsibility organizers and cities have in transportation and urban planning in the wake of mega events. The analysis section is targeted to identify the explicit and implicit requirements mega events impose on the transportation sector. Therefore, content analysis on original planning documents for the Olympics and a grounded theory approach of expert interviews (planners for the Olympics in Barcelona, Atlanta, Sydney, Athens, London, Chicago and for the World Cups in Germany and Capetown) is applied.

The findings reveal that stimuli evoked by mega events can be grouped as being physical, institutional or behavioral in nature. In the discussion, propositions advise decision-makers on how to use the stimuli in their strategic planning approach for sustainable transport development through mega events.

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[811]

NO DRIVING FOR A DAY PER WEEK: COLLECTIVE ACTIONS FOR URBAN TRAFFIC CONGESTION

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Roads are a fundamental infrastructure, and, as a result, deterioration in their performance due to congestion may prevent successful delivery of benefits and welfare. Congested roads not only increase direct expenses, but also jeopardize business endeavors where time

reliability is necessary. Traffic-jammed streets delay the delivery of intermediate and final products and services, thus inducing additional costs (Salomon and Mokhtarian, 1997). Interacting with economic growth and an increase in the number of vehicles, road networks have provided and will continue to provide the major share of capacity for passengers and freight transport. Concerns for negative externalities, such as congestion, emissions of air pollutants, noise, and accidents, have increased in recent years. Transportation policies designed to cope with traffic congestion problems are becoming an “art of balancing” between the goals of mobility improvement and costs minimization to a socially acceptable level (Bovy, 2002). Considerable efforts have been made to cope with traffic congestion and to design diverse mitigation policies, but the effectiveness of those policies and the efficiency of practical implementation plans are uncertain.

Roads are provided and maintained by government, and are considered public goods. Given public goods characteristics, it is difficult and costly to exclude potential users (drivers) from using (driving) public roads. Thus users always have the temptation to be free riders, who can derive substantial gains without contributing to the costs of maintaining and controlling the public goods (Dolsak and Ostrom, 2003). The most widely implemented policy to cope with congestion is transportation demand management (TDM). Many TDM implementation plans have been introduced but without sufficient attempts to measure effectiveness and efficiency of TDM plans. Since TDMs are designed to change individuals’ demand for automobile use, it is important to understand how policy mechanisms are working in motivating each individual to reduce or change her/his traffic demand and preference.

The purpose of this paper is to introduce the ‘No Driving for a Day per Week’ policy, which is currently implemented in Seoul, Korea, and describe how this policy can address congestion. The ‘No Driving for a Day per Week’ policy involves three implementation mechanisms: main voluntary participation program, several incentive programs, and monitoring and sanction programs (Seoul Metropolitan Government, 2007). The supplementary programs enhance the effectiveness of the entire policy. The diverse interactions between policy (No Driving for a Day per Week), user groups (individual drivers), resource system (road network), and external factors (technology) are also investigated. Newly developed technology, such as Radio Frequency Identification (RFID), is expected to play a crucial role in increasing the efficiency and effectiveness of the monitoring and sanction programs. The working mechanism of RFID will be probed.

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[812]

EXAMINING HUMAN FACTORS AND SAFETY ISSUES FROM ACCIDENT DATA IN THE SEOUL METRO SYSTEM Kim, Geunyoung [Kangnam University] gykim@kangnam.ac.kr

Transportation incident studies often insist human factors as a major cause of accidents. Though the importance of human aspects in transportation safety has been emphasized, conventional studies have focused system protection, warning systems, and safety facilities and programs. There is a lack of studies for railway safety, especially in metro systems, comparing with automobile.

Urban rail transit safety is an emerging issue worldwide. World top metropolitans with urban railway systems of long histories such as New York, London, or Paris are suffering from accident severity and employee injuries caused by outdated and malfunctioned facilities. The Los Angeles metropolitan region highly dominated by auto use recently confronted rail commuting safety issues by the 2005 Glendale Metrolink crash and the 2007 mercury spill incident at a downtown Metro station. Shanghai residents protest a newly operating high-tech maglev linking downtowns with Pudong airport because of potential health risks of powerful magnets. Urban railway safety is recently extended to security problems due to the 1995 sarin gas terror of Tokyo subways and the 2005 suicide bomb terror of London tubes. The potential risk that any train commuter can be a victim triggers increasing operation costs, decreasing ridership, worsening transit management, and undermining citizens’ trust to governments.

The objectives of this research are to identify accident trends in the Seoul Metro System (SMS), to investigate significance of difference among metro management authority, metro lines, stations, accident cause, or time period, to explain causal-effect relationships between incidents and socio-economic difference of residence, and to examine the effectiveness of SMS policies to railway safety problems. Statistical analyses such as Poisson and exponential distribution, analysis of category data, and factor analysis are used to investigate trends and significance tests. GIS techniques are applied to investigate geographical distribution studies, and the causal-effect association between incidents and socio-economic factors. Mapping approach is considered to identify the effectiveness of SMS policies such as platform screen doors.

SMS incident data from Year 2000 to Year 2006 are obtained from three SMS authorities: Seoul Metro, Seoul Metropolitan Rapid Transit Corporation, and Korea Railroad. Socio-economic data are collected from Population and Housing Census, Economically Active Population Survey, Social Statistics Survey, and Industrial Census data of Korea National Statistical Office.

Research results reveal the association between SMS incidents and residential factors. Trend analyses show significance of difference among SMS authorities, cooperation representatives, SMS lines and stations, and days and hours. The SMS screen door policy with ambiguous policy strategies is ineffective in resolving the SMS safety problems.

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[813]

POSTER: IMPACT OF HUDSON-BERGEN LIGHT RAIL ON PROPERTY VALUES

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In this article I examine the impact of the Hudson-Bergen Light Rail (HBLR) on residential property value from 1996 to 2006. With Multiple Listing Service (MLS) data, I develop a hedonic model to investigate whether commencing the HBLR influenced the increase of the property values. In pretest, I found that the proximity to stations, especially within ¼ mile radius (the typical boundary for 5-minute walking distance), has statistically significant impact on property value increase. I also found that a year after the stations opened, the property values increased, and the area factor (Business Area) also had a positive influence on property value increase. The initial results from the simple hedonic regression analysis suggest that the HBLR has a positive impact on housing value. I will dig deep into the impacts of HBLR on properties with other variables such as number of bedrooms, number of bathrooms, type of housing, other proximity index to nearest station, and to major transfer station to New York City using street network in ArcGIS.

[814]

POSTER: LEARNING TO TALK "SHOP" WITH OTHER PROFESSIONALS

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Within the past twenty years, historic preservation has become a significant component of comprehensive planning processes. Scholars and practitioners have explored thoughtful means of encouraging restoration, rehabilitation, re-creation, and preservation in order to make historic resources viable community capital.

At the same time, planning professionals have recognized public benefits from the promotion of non-motorized transportation facilities, including pedestrian and bicycle improvements. They have analyzed these facilities at the regional and local levels and have found improvements in reducing accidents; in educating people about the causes of obesity; in promoting cardiovascular activities; reducing air pollution; developing active streetscapes; and encouraging neighborhood camaraderie.

This paper explores a means to creating a dialogue between planning and historic preservation professionals and scholars. Non-motorized transportation facilities provide a unique opportunity to explore the use of historic resources due to the scale of development, the speed of the "traffic," and the nostalgia associated with walking and biking within a community.

This paper also provides a discussion of the following questions:

How does the public benefit from historic preservation and non-motorized facilities?

Are historic resources/walking and bicycling facilities relevant to the public?

How do we effectively engage the public in these efforts?

How can the "public benefit" be one of the primary goals of efforts in historic preservation and non-motorized transportation planning?

The melding of non-motorized transportation facilities and historic preservation can allow communities to attract economic development while at the same time providing sensitive treatments to historic sites, landscapes, and buildings. The key to these efforts, however, relies on professionals and academics from historic preservation, archaeology, and planning disciplines learning the language of the others and recognizing the need to establish interdisciplinary approaches to preserve the past and promote new development.

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[815]

MEASURING THE CONGESTION THAT INDIVIDUALS EXPERIENCE

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The notion that traffic congestion is continually getting worse for everyone everywhere is perpetuated by the annual publication of metropolitan-level congestion indicators and their inescapable attention in the media. While such measures produce easily interpretable results, their simplicity is also a major weakness for

those studying congestion. By aggregating an individual and locally-experienced phenomenon to the metropolitan level, important distinctions between who experiences congestion, in which forms, and in which locations are lost. For example, within the same metropolitan area—and thus the same congestion statistic—a traditional suburb-to-city auto commuter will likely experience much greater congestion than late-shift workers or those using non-motorized transportation. In addition, because these measures have no relation to actual trips, they make it difficult to relate congestion levels to actual travel behavior or back to transportation projects and policies intended to reduce congestion.

Using data from the San Francisco Bay Area, this paper presents a robust person-level indicator of congestion. The primary data behind this indicator are entries from large-scale regional travel diaries coupled with location-specific level of service measures drawn from congested transportation networks (as simulated with travel demand models). These two data sources are combined to trace each individual's journeys through simulated transportation networks, cataloging the congestion they encounter. We call the resulting indicator, "personally-experienced congestion."

To demonstrate the utility of this approach, this paper addresses three research questions that could not be answered using traditional measures of congestion: (1) What portion of the region's population are affected by personally-experienced congestion, and at what level of severity? (2) What portion of individual travel time is spent in personally-experienced congestion? (3) How does personally-experienced congestion differ by socioeconomic status and location? This paper provides a methodological foundation for a subsequent doctoral dissertation, which will evaluate the effects of metropolitan transportation policies on congestion.

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[816]

HOW DOES ACCESSIBILITY MATTER IN RESIDENTIAL CHOICE? AN APPLICATION OF A TIME-SPACE PRISM CONSTRAINED MEASURE OF ACCESSIBILITY IN A HOUSEHOLD RESIDENCE CHOICE MODEL FOR THE PUGET SOUND REGION

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The concept of accessibility captures the interactions between land-use and transportation and has been an important consideration in planning since the development of classic urban spatial models. Research on the influence of accessibility on household residence choice is extensive but most conventional measures of accessibility used, such as travel time to the central business district or number of certain opportunities within certain travel time, remain overly-simple and trip-based (Handy & Niemeier 1997). Temporal and other environmental constraints that govern how people behave as well as trip-chaining are often not explicitly considered. In light of recent

trends in the dispersion of employment and other activities throughout regional areas and the increasing prominence of trip-chaining, conventional measures of accessibility have become theoretically and behaviorally less meaningful.

This paper attempts to reduce the literature gap on accessibility and household residence choice by using the time-space prism (TSP) framework developed by Hägerstrand (1970), then refined by Kwan (1998), Miller (1999), and Pendyala et al (2002) in their respective work on modeling accessibility and activity-travel constraints. The TSP framework is a powerful tool to operationalize the concept of accessibility because it explicitly recognizes activity participation constraints in both time and space. Within this framework, accessibility to discretionary activities (e.g., shopping) is constrained by the schedule and locations of the fixed ones (e.g., work) and the transport modes available. To the best of the authors' knowledge, this is the first application of a TSP constrained measure of accessibility in a location choice model. It is hypothesized that this activity-based measurement approach better reflects the role of accessibility in household residence choice behavior than conventional measures. Further, we expect this work to provide empirical evidence of the influence of accessibility to discretionary activities on household residence choice decisions.

The sample dataset for this work will be from the Puget Sound Regional Council Panel Survey, 1989-2002. A subset of the surveyed households who moved residences while the employment of the members remained unchanged will be used for analysis; this allows for the treatment of the workplace choice as exogenous to the residence choice. Controlling for household socio-economic and housing quality factors, the residence choice model will assess whether and how accessibility matters. Comparisons will be made between the TSP constrained measure of accessibility and selected conventional ones.

This work is drawn from a dissertation proposal for Brian Lee. Prof. Paul Waddell is the dissertation supervisor and his email is pwaddell@u.washington.edu . +1.206.221.4161

Ram Pendyala- that I am not a PhD student at this time

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[817]

OVERCOMING AUTOMOBILE CAPTIVITY: CAN LAND USE POLICY AFFECT CAPTIVE AUTOMOBILE TRAVEL BEHAVIOR?

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Over past decades, driving automobiles has become indispensable for sustaining a wide variety of personal activities such as commuting, business and shopping in the U.S. In order to understand the effects of fast-growing automobile dependence, many studies have been conducted in terms of land use and travel connection. They have examined whether and how land use measures reduce the degree of automobile dependence.

Automobile captivity is an outcome caused by excessive automobile dependence. A trip-maker is captive to automobile mode when the person does not use or consider other travel modes than a private vehicle. Reasons of automobile captivity include personal preference, transportation system and surrounding land use patterns. Methodological limitations, however, lie in the majority of previous research on the connection between land use and travel mode choice. They assumed that the choice set of travel modes was deterministic to every trip-maker as a universal set; therefore, no attention has been paid to choice subset of travel modes including single or captive mode choice. Even in the studies of the automobile captivity, land use attributes have not been regarded as an important factor for explaining and predicting captive choice behavior except a few recent studies.

This study investigates the effect of land use characteristics on the travel behavior of automobile captivity in the Houston metropolitan region. It is hypothesized that people are more likely to be captive to driving mode if their communities are designed and developed into automobile-friendly places. In specific, such captivity factor as dominance of single-family residential use as well as transit availability and household vehicle ownership significantly influence the probability of individual automobile captivity. For the purpose of the study, the 1995 Household Travel Survey, transportation system and operation and land use data for the Houston metropolitan area will be analyzed. In the first step, conventional multinomial logit model for commuting travel will be estimated incorporating full array of explanatory variables such as travel price, socioeconomic characteristics and land use attributes. Then, the multinomial logit captivity model to parameterize captive variables will be specified. The significance and intensity of land use factors and other captivity factors will be evaluated and compared in two models.

This research contributes in several ways. It suggests land use policy strategies for connecting land use and transportation system. Not only do the policies intend to enhance the opportunities of transit and non-motorized mode choices, but they also aim at more balanced modal splits through the substitution of driving for non-driving modes. Expanded applicability of the logit captivity model with multiple choices is another contribution of this study.

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[818]

REHABILITATE THE ROAD: HOW A ROAD PROJECT BECOME THE HEART OF AN URBAN PROJECT? THE CASE OF MARSEILLE (FRANCE).

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The transport infrastructures have a double effect on territory. On one side it creates a link, to connect people but on an other side it consumes space, and can be an urban cut. It requires a reflexion on the potential integration of infrastructures, especially in urban area. Many researchs underline the efforts made to reconcile transport and town planning. In France since the 2000's, the creation of new tools (ex. SCOT) carry on this objective of cohesion and coordination between two policies (transport and habitat). It's one of the main challenge of urban planning.

The object of this paper is to consider, from a case of road infrastructure in urban area, how our ways of planning have evolved. Considering sustainability challenge, how to integrate a motorway in a densely populated district? How to develop a road project in the heart of an urban renovation project?

My hypothesis is that the oppositions and disconnections continue, in spite of a strong ambition from the actors implied in the project and despite the tools to connect transport and urban projects. In particular the conflicts are revealed by the question of funding.

This work is based on a case study: the L2 by-pass in Marseille. This highway link (not completed) is supposed to pass through the North districts. The road project must be an opportunity for a renovation of the poorest districts of Marseille. The timeline profile project and the stakeholders analysis were made from planning documents and interviews with most of the actors involved in the project.

The result of this study shows that the ambitions of coordination are slowed down by a lack of means. Road project and urban project continue to be done separately and to advance according to different rhythms.

We will reconsider first the design of the road project, from an urban cut to an integrated and sustainable road. Then we will analyze the challenge raised by the articulation between road and urban projects, and the complexity which results. Finally we will try to explain the separate developments of the two projects.

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[819]

TRANSPORTATION IMPACTS ON CHILDHOOD ASTHMA DISPARITIES

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Studies of environmental injustice in transportation have long argued that population in the bottom of the socioeconomic gradient unfairly bear more environmental externalities of transportation because the socioeconomically disadvantaged are more likely to live in areas near major transportation facilities, especially highways due to a variety of political, socioeconomic reasons. Environmental health science studies also shown that exposure to ozone, which is resulted significantly from excessive vehicle emissions, is a factor of triggering asthma exacerbations, reducing lung function in children and adults, and resulting in hospital admission or emergency room visits. However, studies of the relationship among traffic exposure, asthma, and impacts on socioeconomically disadvantaged population are inconclusive due to variations in research scope, data, methodologies, and geographic locations. Findings of previous studies seem to suggest that the relationship is multifarious and geographically specific. Research is needed to determine the relationship for discrete geographic regions.

This study investigates transportation impacts on childhood health disparities in Tarrant County, Texas, an ozone non-attainment area with a significant number of children suffering from asthma. Specifically, it analyze spatial patterns of pediatric asthma hospitalization by race/ethnic of patients, as well as the associated transportation and neighborhood environmental characteristics using advanced GIS and statistic techniques. Preliminary results indicate a distinct difference in demographic characteristics among patients. The results also show that pediatric asthma hospitalization was positively associated with road density, proportions of young, black, and below-poverty-line population, but negatively related to distance to major roadways and median value of specified owner-occupied housing units. Implications of the findings are discussed.

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[820]

PARKING AND WALKING MODE CHOICE

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Parking has become an increasing serious problem in large cities of the America due to the dramatic increase in the number of vehicles. As a result, conditions of traffic congestion tended to deteriorate in a large number of urban downtown areas. Particularly in the peak periods, parking issues worsened the congestion since people's searching time for parking has increased substantially. Some of the researchers stated that people tradeoff their walking time, price and other related factors when choosing parking location or deciding their travel modes (Kuzmyak, 2005). The aforementioned statement will help in a variety of public policies that aim to alleviate traffic congestion, such as setting parking supply and charges to reduce auto trips and thus increasing walking trips and transit uses. There is substantial body of literature on parking and travel behavior models. However, most of the existing studies mainly focus on the parking fees, parking location choice, and parkers' characteristics (Shoup, 2005; Van der Goot, 1982; Harmatuck, 2006). As far as we are aware, few papers have directly examined the relationship between walking behaviors and various parking facilities. The impact of parking on people's walking behaviors has not received sufficient attentions in the literature. Built upon the literature, the aim of this paper is to apply discrete mode choice models to examine the walking choice behaviors of travelers under various parking policies. The results of this research will provide the policy makers the optimal combinations of parking supply and cost and further help them make urban transportation system work more efficiently.

We will analyze the different walking behaviors corresponding to different parking supplies (public parking and private parking) and parking cost. The data sources of this research are the National Household Travel Survey (NHTS) 2001 Baltimore add-on data and Baltimore City Parking Meter Rate Survey data.

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[821]

THE COMMUNITY INFRASTRUCTURE LEVY: A GAME THEORETIC ANALYSIS OF MANAGING

INFRASTRUCTURE PROVISION UNDER ENGLAND'S REFORMED SPATIAL PLANNING SYSTEM.

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Obtaining contributions from property developers to fund infrastructure provision is an increasingly important issue in spatial planning. In England the most recent attempt to address this has come through a proposal for a geographically variable Community Infrastructure Levy (CIL) (Cooper, 2007; CLG, 2007). Under these proposals local planning authorities would have discretion over determining a levy on development, the proceeds of which would fund corresponding infrastructure requirements (LGA, 2007): but what information is available to inform the choice of rate at which planning charge is to be applied? Moreover how are inherent differentials in 'risk' associated with property development in areas suffering the long-standing implications of economic decline and population loss versus those typified by more buoyant conditions accounted for in calculating the locally-specific level at which CIL is to be applied? Furthermore what potential exists for CIL to be used as a political tool: the subject of undervaluation in deprived areas to encourage development, or overvaluation in areas where previously developed sites are scarce to discourage development and protect greenbelt?

This paper introduces a research project designed to consider these, and related, questions in greater detail. Employing an analytical framework in keeping with information economics (Stiglitz, 2000) and its' principal methodological tool kit, game theory, a research agenda is introduced to investigate CIL as a transaction cost – a cost incurred as result of making an exchange - and the impact it has on the behaviour of two counterparties to a levy-based contractual arrangement. In conceptualising information asymmetries between local planning authorities and the development industry, a case is made for further empirical research.

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[822]

INDIVIDUAL TRAVEL BEHAVIOR AND ENERGY PLANNING

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Since the oil crises of the 1970s governments around the world have participated in various energy planning exercises with the purpose of reducing vulnerability to future crises. In the last decade as climate change has emerged as a major challenge of the 21st Century, governments are also setting greenhouse gas reduction goals. Energy and climate action plans impact all sectors of society as energy touches homes, businesses, industry, and transportation. The transportation sector is one of the more challenging sectors to target

given the breadth of sources—on-road passenger travel, maritime transportation, air travel, and freight transport. In the United States, the transportation sector makes up as much as 30% of total energy consumption and is responsible for roughly the same percentage of greenhouse gas emissions. Individual level travel is arguably the most amorphous sub-set of the transportation sector that is nonetheless responsible for a substantial portion of the sector's energy use and carbon dioxide emissions.

Planners and policy makers suggest several solutions to curb energy use in the transport sector, such as dense, and more mixed use development patterns, better transit services or higher taxes on vehicle ownership based on fuel economy. In this paper we explore methods to better understand the individual, on-road transportation sector as a means of developing targeted, effective policy tools to address energy use in this sector. We use the vehicle file of National Household Travel Survey 2001 to explore the influence of income, age, access to personal vehicles, type of vehicle, access to public transportation options, residential density, and mix of land uses on energy use in on-road transportation in a selection of regions in the United States. We then explore the policy implications of observed differences.

We find that households living within ¼ mile of a transit stop use between 20 and 30 percent less gasoline per year than households located farther away. Households in areas with population densities of more than 5000 people per square kilometer use 37 percent less energy than households in areas with population densities lower than 1000 people per square kilometer. Vehicle ownership is one of the drivers behind travel choices. We find—controlling for household size—that households that own one vehicle use 50 percent less gasoline per year than households with two vehicles, and 70 percent less fuel than households with three or more vehicles. The type of vehicle also matters. Households that do not own an SUV use 50 percent less gallons of gas per year.

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[823]

INVESTIGATION OF WHAT MEDIATES WALKING TO TRANSIT STATIONS

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Background

Transportation demand analysis studies have reported that increasing density has a positive relation with amount of walking and number of transit ridership. Studies indicate that neighborhoods with transit destinations within walking distance of the households report higher average walking trips (Handy 1996). Pedestrian neighborhoods report higher rates of travel by walking and transit (Fehr and Peers, 1992), and reduced travel by personal vehicles (Cervero and Gorham, 1995). But does this work in all situations and locations?

Method

Correlates of built-environment were measured objectively in GIS for communities at quarter-mile distance from the Dallas Area Rapid Transit (DART) stations (n=20) in Dallas, Texas. Walking to transit (dependent variable) was calculated as a percentage of transit users who walk to the DART LRT stations. Bootstrapping was used to perform the statistical analysis for this study.

Results and Conclusions

Bootstrap regression revealed that density ($\beta = -0.767$) was the only principal component that significantly ($p < 0.05$) explained walking to transit station at quarter-mile distance from the station. However this relation was reported to be different from what has been reported in the earlier studies. Therefore, the role of density on walking to transit was investigated to check if there was any mediatory effect that accounted for the unexpected negative coefficient at quarter-mile distance. Amount of parking at station could be used as a proxy to measure the driving amount to the station. Therefore, the mediating effect of amount of parking at the station on walking to transit was empirically tested. The results indicated that the amount of parking had a partial mediating effect on walking to transit.

Implications

The reverse relation of density on walking to transit indicates that increasing density does not necessarily increase walking. Increase in crime and decrease in personal safety, and availability of environment and supporting facilities for motorized mode of travel such as highways, freeways, abundant parking, etc can facilitate use of private auto and discourage walking or biking. As the present study reveals, availability of parking at stations had a significant positive correlation with population and employment density. Therefore, mere increase of density should not be taken as a proxy of increase in walking. Environmental interventions that can promote walking should be identified even at locations with high density.

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[824]

BUSINESS RESPONSE TO ROAD PRICING IN THE NETHERLANDS: DEVELOPING A CONCEPTUAL FRAMEWORK USING GROUNDED THEORY

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The Dutch government recently approved policy reform aimed at “paying differently for mobility” through road pricing, based upon the distance driven on the country’s highways (Ministry of Transport, 2004). This paper focuses on designing a conceptual framework to understand the potential behavioral responses of firms to road pricing in the Netherlands. The propositions thus advanced will contribute to a subsequent larger-scale investigation into the regional economic impacts of road pricing. With an increasing number of regions around the world showing interest in this policy, this work will help advance practical and theoretical knowledge on the subject.

Businesses usually oppose road pricing policies even though they are expected to gain more economic value from travel time savings than passengers (Verhoef et al., 1998). However, businesses often do not have transportation alternatives within a region and they face the constraints of location, time-bound schedules for the delivery of goods, accessibility to customers and employees, and contractual relationships with other firms. Using data from firms located in the Port of Rotterdam region, I investigate how the implementation of road pricing affects the accessibility, logistics operations, productivity, and competitiveness of firms in different economic sectors, and the institutional mechanisms through which they would respond to the policy. These impacts deserve attention, yet there is limited literature on the topic. The UK and the Netherlands are two countries currently pursuing plans for introducing nationwide road pricing. This work is expected to provide some direction to policy design in these cases.

Research Questions:

- 1) How would road pricing affect firms in key economic sectors of the Netherlands?
- 2) What factors govern the behavioral response of firms to road pricing policies?
- 3) How can these factors be considered in the policy design to mitigate negative impacts on economic activity?
- 4) How does the acceptability of the policy depend on the perceptions of businesses regarding potential impacts of road pricing?

Methodology:

Drawing upon John Forester’s (1993) work on the use of critical theory in public policy and planning practice, I examine several theoretical frameworks that might facilitate an understanding of firm response to road pricing. These include theories from new institutional economics, neoclassical economics, location theory, and supply chain management. I then analyze data from 25 in-depth semi-structured interviews conducted with managers leading the transportation and logistics functions of firms in key economic sectors of the Port of Rotterdam region. Through the interview data, I aim to develop a grounded theory (Strauss and Corbin, 1998) of factors governing firm responses to road pricing and the types of behavioral responses expected.

Relationship of Paper with Dissertation:

Drawn from an Approved Dissertation Proposal

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[825]
EQUITY IN TRANSPORT: APPLYING WALZER'S 'SPHERES OF JUSTICE' TO THE TRANSPORT SECTOR
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Transport has become a key field of government intervention, but little has been said about the desirability or (im)possibility of a distributive approach to transport. The paper takes up this issue, starting from Walzer's theory of justice (Walzer 1983). Walzer maintains that justice is a matter of the creation of separate spheres, within which goods with socially distinct meanings are being distributed solely on the basis of criteria relevant for those goods. In the paper I argue that, given the status of the transport good in current societies, as well as the emerging gaps in its distribution, transport 'deserves' its own distributive sphere. I subsequently explore what kind of justice principle could guide the distribution of the transport good, once a separate sphere would be established. This preliminary exploration results in the elimination of a number of widely supported distributive principles, and in the tentative identification of a criterion matching the particularities of the transport good. The explorations in the paper are not intended as final answers, but rather as the opening of a debate about the social meaning of the transport good in current hyper-mobile societies, the need for an explicit distributive transport policy, and the distributive principle that should guide such a policy.

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[826]
IMPACT OF RESTRICTIVE PARKING POLICIES ON CITY CENTERS
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Land use plans traditionally incorporate detailed parking requirements, prescribing the minimum amount of off-street parking places to be provided by type of land use. While guaranteeing ample parking supply, these requirements generate negative externalities,

including road congestion, low urban densities, poor urban design, and high building costs.

Over the past decades, an increasing number of local authorities have replaced minimum parking requirements with maximum parking norms, especially for the city center. While acknowledging the advantages of such a policy, many city governments are reluctant to follow suit out of fear of the negative impacts on the economic development of the urban core.

This paper explores the impacts of restrictive parking policies on the economic development of city centers in four case study cities: Edinburgh, Frankfurt, Rotterdam and Zürich. More specifically, five questions are addressed in the paper:

1. What are the particulars of the parking policy in each case study cities?
2. Under what transport circumstances was the restrictive parking policy introduced?
3. What complementary policies have been introduced to limit possible negative economic impacts of the parking policy?
4. What economic developments have occurred in the case study cities since the introduction of the restrictive parking policy?
5. What were the economic impacts of the introduction of the restrictive parking policy?

The paper is based on analyses of available statistical data, literature study, and in-depth interviews with representatives of local authorities and developers in each case study city.

The results of the case studies show that the impacts of restrictive parking policies depend primarily on the economic structure of the city. Cities with a dominant office sector in the urban core experience hardly any negative impacts from restrictive parking norms. In these cities, parking availability is but a small factor in explaining the economic dynamics of the urban core. In case a city lacks a strong office sector in the city center, as was the case in Rotterdam, office location dynamics are substantially more sensitive to parking requirements.

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[827]
EFFECT OF SUB-URBAN TRANSIT ORIENTED DEVELOPMENTS ON RESIDENTIAL PROPERTY VALUES
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While the development of Transit Oriented Developments (TODs) is a desirable planning goal, the actual development of successful TODs often encounters several barriers. These barriers include: lack of inter-jurisdictional cooperation; auto-oriented design that favors park and ride lot over rider ship generating uses; and community opposition.

Like any new high-density development, TODs are likely to face community opposition. This opposition may be more vocal in suburban areas where residents of predominantly single-family neighborhoods may feel that the proposed high-density, mixed-use development will bring noise, air pollution, increased congestion and crime into their area. Cervero, Ferrell and Murphy (2002) note that community opposition has been instrumental in stopping many TOD projects in the San Francisco Bay Area. These include TODs around Rockridge, Ashby, North Berkeley, and Pleasant Hill Stations along the San Francisco Bay Area Rapid Transit (BART) lines. While the community opposition to TODs has been very pronounced, very little empirical research exists that indicates whether this opposition is well-founded. The existing studies estimate the effect of proximity to transit lines or stations on property values, but they do not measure the effect of the TOD on residential property values. Economic theory suggests that if a TOD has a negative effect on the surrounding residential neighborhoods then that effect should lower the housing prices in these neighborhoods. Similarly an increase in the housing prices would mean a positive effect of TOD on the surrounding neighborhoods. This paper fills this major gap in the field of transportation planning and policy by estimating the effect of the TOD on property values after controlling for, among others, the impact of the transit station.

The paper uses hedonic regression method to estimate the impact of four suburban TODs on the surrounding single-family residential neighborhoods. All the four TODs are located in the San Francisco Bay Area. This paper will be of interest to the following categories of audience:

- a) Researchers, and local, regional, state and national transportation policy makers as they plan, advocate, and allocate funding for TODs; and
- b) The technical staff of the jurisdiction and the transit agencies as they measure the economic impacts of the TODs

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[828]

DOES SPRAWL AFFECT AGGLOMERATION ECONOMIES?

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Cities exist because firms and workers enjoy benefits from locating close to one another; economists call these benefits agglomeration economies. Early research on agglomeration economies showed that labor productivity increased with the size of the metropolitan population. But more recent research by Prud'homme (Prud'homme and Lee, 1999) and Graham (Graham 2007) suggests that productivity is determined not so much by the overall size of the metropolitan labor force than by the number of workers who live within reasonable commuting distance of the metropolitan areas' major employment centers. This result raises the question of whether sprawled metropolitan areas will enjoy fewer agglomeration economies because of the lower density of their residential neighborhoods or greater agglomeration economies because their employment centers are more dispersed and their transportation systems less congested.

This paper examines the size of effective labor force in four US metropolitan areas with similar populations but very different spatial structures: Atlanta, Boston, Phoenix, and Washington DC. The data come from two sources; one is employment and workforce distribution data from Census Transportation Planning Package and the other is morning peak-hour travel time skim table from the transportation units of the relevant metropolitan planning organizations. The employment centers are identified using the method developed by Giuliano and her colleagues (Giuliano and Small 1991 and follow-up studies) as described in more detail in a companion paper (Matsuo 2008). The labor force available to each center is measured using a technique developed by Prud'homme in his study of agglomeration economies in French cities (Prud'homme and Lee 1999).

The outcome of the labor market accessibility is counterintuitive in that it does not seem to be related to density or sprawl. Boston and Phoenix achieve good labor accessibility in central business district as well as suburban employment centers, while Washington and Atlanta suffers poor accessibility regardless the location of centers. White collar and blue collar accessibility to these employment centers are generally consistent within the metropolitan areas. The subsequent speed and sprawl analysis implies that Boston achieves large labor market size by high density while Phoenix achieves the similar labor market size by speed. Washington DC and Atlanta are suffering from very slow commuting speed to reduce the accessible labor market size not only in the central business district but also in suburban employment centers.

This paper is drawn from almost completed dissertation
Dissertation title: "Agglomeration Economies and Urban Structure: Does sprawl matter?"

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[829]

ROAD SAFETY: A PROBLEM OF FRAMING AND PROFESSIONAL PRACTICE

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This dissertation research investigates how professionals in road safety (engineers, public health experts, urban planners and designers, law professionals) shape traffic safety through the co-production of science, technology, and policy. With this research I seek to understand how the professionals frame the issue of road safety and how that shapes their interventions and responses.

The research builds on lessons from high-risk technological systems such as aviation and nuclear power. In these sectors, the way in which operators, designers, and regulators frame the issue of safety and develop a discipline of safety practices influences safety outcomes. The literature about these systems describes the professionals' organizing around safety in complex and relatively bureaucratic contexts, but we know less about how people produce safety through collective action in fragmented contexts such as urban transport.

This paper examines how road safety is framed in three different social-cultural contexts: (1) the Metropolitan Area of Guadalajara, Mexico; (2) the San Francisco Bay Area; and (3) the Metropolitan Area of Stockholm, Sweden. By framing I mean the ways in which people structure knowledge around the abstract concept of safety. The three cases reflect a range of background conditions and institutional arrangements.] This comparative design enables the research to explore the relationships between context, professional practice, knowledge, and action in road safety policy.

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[830]

WHO'S TAKING THE KIDS TO SCHOOL?: AN EXAMINATION OF CHAUFFEURING AND MODE CHOICE IN THE UNITED STATES, 1977-2001

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Purpose: Children's school travel has received a great deal of attention recently from researchers and policymakers. The rise in childhood obesity and associated search for ways to increase physical activity has made getting more children to walk and bike to school a national policy goal. Somewhat obscured in the policy and academic attention to this topic, particularly in the United States, has been the issue of companionship. The linkages within the household constrain the ability of policy to change school travel patterns. Therefore it is important to ask:

1. Who do American schoolchildren travel with on the school trip and how has that changed over time?
2. How does companionship on the school trip vary by sex, age, and race?
3. What are the relative influences of individual and household characteristics on how children get to school and who they travel with?

Methods: The study uses data from the National Personal Travel Surveys in 1977, 1983, 1995 and 2001 to describe who children travel with and how that varies by age, race, and sex. A nested logit model is used to isolate the independent effects of trip, individual, and household factors on who children travel with and what mode they use.

Results and conclusions: The proportion of children traveling with adults to school has increased from 7% in 1977 to 41% in 2001. Household females – presumably mothers – are much more likely than males to accompany children, a pattern that holds even if the mothers work full-time.

Relevance for practice: Transportation planners need to ensure an escort module is included in their regional travel model. Safe Routes to Schools advocates need to create interventions, such as Walking School Buses, which address parents' safety and time needs.

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[831]

POSTER: GEOGRAPHIC DETERMINANTS OF TRUCK ACCIDENTS IN CALIFORNIA, 1998-2004

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This paper examines regional variations in the frequencies of crashes involving large trucks during the period 1998-2004, using the 58 counties of California as its unit of analysis. In the absence of data on truck-miles traveled, the explanatory model uses income earned by the trucking and warehousing industries as its measure of exposure. The paper uses Poisson log-linear and weighted least squares procedures to estimate models for predicting crash counts, with trucking income as the offset/weight and environmental and demographic variables as covariates.

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[832]

CONGESTION AND ACCESSIBILITY: WHAT'S THE RELATIONSHIP?

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Congestion is a perennial concern for transportation policymakers, planners, and researchers. Estimates of the costs congestion impose on society can be staggering. Proposed solutions to congestion – whether through capacity investment or pricing – occupy much of the current transportation research agenda. However worthy the solutions proposed, the concept of congestion itself remains largely bound to a mechanistic concept of the optimal functioning of transportation facilities. As cognitively frustrating as bumper-to-bumper traffic might seem, traditional measures of congestion say little about the range and extent of opportunities that individuals are either gaining access to or missing out on because of the regional transportation system's functionality.

Researchers have emphasized that the paradigmatic goal of transportation should not be mobility, but accessibility – not just getting around but getting somewhere useful. Congestion commonly is seen as impeding mobility (or engendering its inverse, spatial isolation). However, congestion is only an indirect measure of mobility, as it measures the function of transportation facilities rather than the broader array of factors that impede travelers' ability to reach destinations and participate in activities. While an appealing concept, accessibility has proven more difficult to encapsulate in empirical research and therefore hard to generalize in way that would be comparable within and across regions. Nevertheless, some useful measures of accessibility have been developed by deriving and comparing measures of accessibility's two components – mobility and potential destinations.

We hypothesize that within regions, accessibility at a given location does not have a simple, inverse relationship to congestion, but provides quite different insights into the performance of the transportation systems at that location. Using established, GIS-based measures of congestion and accessibility, we explore the relationship (or lack thereof) between the two phenomena at local, subregional, and regional scales in the Los Angeles region. Both congestion and accessibility are associated with economic or other opportunities in the urban environment, but our analysis underscores that the benefits of access and the costs of congestion are distributed in a complex, uneven pattern through the region. How those costs and benefits are distributed is in part affected by the specific arrangement of the transport network and land uses at multiple scales. The variability of the relationship and its dependence on particular patterns of urban form reinforces that transportation and land use planners have a critical role to play in equitably and efficiently distributing opportunities and the means to access them across a region.

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[833]

UNCOVERING THE E-BIKE: AN ANALYSIS OF ELECTRIC BICYCLE USER AND TRIP CHARACTERISTICS IN JINAN, SHANDONG PROVINCE, PR CHINA

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Bicycles have long been a hallmark transportation mode of Chinese cities, yet relatively little is known about cyclist travel behavior. As transportation technologies evolve and incomes rise, the bicycle's role in urban transport shows high potential for change. Fast, popular, and relatively inexpensive, electric bicycles are dynamically altering the range of mobility. Pushing speeds up to 70 km/hour, they can offer speeds approaching that of a car, but have the flexibility of a bicycle.

Understanding the characteristics of bicycle and e-bike trips and the traits of bicycle users is fundamental to urban transportation planning in these rapidly developing and motorizing cities. This study focuses on cyclist travel patterns in Jinan, Shandong Province PRC, a second-tier city hosting a population of about four million. It analyzes a bike/e-bike origin-destination intercept survey, link volume counts, and floating speed surveys. Key results include bicycle and e-bike travel time distributions, speeds, trip purposes, and traveler characteristics. Does the e-bike support different trip purposes and distances than a traditional bicycle, and what are the implications for land use changes with the growth of this mode?

With the widespread implementation of bus rapid transit (BRT) in mid-sized Chinese cities, it is anticipated that bus trips will replace cycle trips. Comparing the origins, destinations, and travel times between bus, bicycle, and e-bike provides insight to the likelihood of this shift. Based on this multi-mode evaluation, urban transport policies and BRT network design and operating characteristics that consider modal traits are explored.

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[834]

CYCLING MOBILITY AND SUSTAINABLE DEVELOPMENT IN RURAL AREAS

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The concept of sustainable development, which combines a tri-dimensional approach (economic, social and environment), opened-up new perspectives in the way present problems are looked up-on. Sustainable Mobility and Sustainable Mobility Plans are additional and more recent concepts and means which emerge mainly due to the recognised increasing need to overcome the restrictions of traditional approaches to mobility problems and move towards planning in a non-sectoral (integrated) and long-term (sustainable) way of designing healthier and more sustainable communities. This paper is about the relevance of applying the idea of sustainable mobility as a challenge for local development, for the promotion of natural resources, for the support of local culture and identity and for the promotion of environmental friendly transports (namely bicycle). The paper presents the policy development process and implementation of a sustainable mobility plan which the authors are designing, with the support of the Portuguese Environment Agency, for a small municipally located in the Centro Region of Portugal (Murtosa), providing some grounds for optimism about the role of spatial planning in delivering sustainable mobility. During the process we have involved the community (in general) and key actors (in particular) creating a network involving the Secondary Schools and the National Association of Bicycle Manufacturers (to promote future cycling users), BIORIA (a successful project on ecotourism) and the Biology Department of the University of Aveiro (to develop ecotourism activities) and finally the INOVARIA (a cluster telecom agency which will promote ICT in cycling activities). In addition to local and regional networks we are developing efforts to include the idea in international networks (Interreg IVC project on cycling).

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[835]

THE POLITICS OF URBAN TRANSPORT IN NEW ZEALAND

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Transport planning literature documents high density urban development, low car usage, large numbers of non-motorized and public transport trips, as indicators of a high quality sustainable urban transport system. Wellington, the capital of New Zealand, relatively fulfills the requirements of these indicators. However, Wellington's transport planning over the last fifty years has been focused on private vehicles and building wide and better roads, motorways and tunnels. Main stream politicians as well as transport professionals present these projects as urban transport achievements.

Unfortunately, the massive road infrastructure projects absorb all transport funding in the city and shift attention away from the core issues of integrating land use and transport planning. In fact, all these projects were based on faulty assumptions that traffic congestion would be relieved and Wellington's environmental quality would be improved. The result is increasing congestion and unhealthy air and noise pollution in Wellington.

If Wellington wants to raise its status as a liveable city, it needs to follow the lead of cities such as Vancouver in Canada and Zurich that outperform Wellington in the liveability city rankings. These cities assessed their performance of liveability in the light of 'balanced transport system planning' approach proposed by Professor Vukan Vuchic (1999). The purpose of this paper is to apply Vuchic's transport planning approach to carry out a document analysis reviewing the major transport and planning policies in the Wellington Region, identifying the current opportunities and constraints to achieving integration of land use and transport planning. In addition, constraints which are caused by the institutional characteristics of the government agencies will also be considered.

This research finds that for Wellington to achieve success in the light of a balanced transport system planning approach; improved investment in "software" at Vuchic's Level 1, 2 and 3. The investment in software should include improvement of coordination among different organisations, strengthening of public transport organisations and network planning for public transport development. Only small "fixes" improving the capability in transport planning institutions can help to integrate transport planning with land use in Wellington, which international evidence suggests, is more productive than single focus strategies on transport projects.

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[836]

UP-FRONT ASSESSMENT OF NEEDS

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This paper discusses need analyses in connection with front-end planning of large-scale public works projects. Relevant methods for need analyses include normative, market-oriented and interest group-based approaches. The analyses may be carried out within more or less objectivistic versus interpretative perspectives reflecting different interpretations of the notion of need. Based on a review of different methods of analysis and experience of deficient and misleading need analyses in large public investment projects, the paper concludes with a number of recommendations regarding the extent and demarcation of need analyses, requirements on the documentation material, appropriate scheduling, and organizational responsibility for the analyses.

The paper is relevant to planning education as well as practice. It addresses planning methodology, transportation infrastructure planning, strategic impact assessment, and measures to reduce the scope for bias in the planning of large-scale public works. The paper is based on a review of relevant methodology literature on need analyses and empirical examples from planning of large-scale public works projects, especially within the transportation sector. The empirical examples draw in particular on the work of Bent Flyvbjerg

and his colleagues and research carried out within the Norwegian Concept research program.

The paper is based on a chapter in a forthcoming book (Samseth, K; Williams, T. & Sunnevaag, K. eds, Making essential choices with scant information: Front-end decision-making in major projects), which will be published in the fall of 2008.

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[837]

IMPACT OF WORKPLACE BUILT ENVIRONMENT ON TRAVEL BEHAVIOR OF EMPLOYEES

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Impact of built environment on travel behavior has interested planning scholars resulting in considerable research examining the relationship. However, most of these research efforts focused on environment of residential settings (trip origins), leaving scope for studying how environments at other settings, especially destinations like workplace, may influence travel decisions (Boarnet and Sarimento 1998, Cervero and Kockelman 1997, Frank and Pivo 1995, Handy et. al. 2006).

Workplace environments need attention for three reasons. Firstly, for commute trips, characteristics of origin may not be enough to influence travel decisions. Destination characteristics may be as important. Secondly, as Chatman (2003) points out, workplace settings are different as the phenomenon of self selection can be ruled out to an extent since people do not choose workplaces to match their preferences. Impacts can thus be attributed to the built environment. Lastly, with growing interest in encouraging physical activity for health, it may be a missed opportunity if workplace environments where individuals spend a large part of their day and engage in midday travel activities, are not evaluated.

Chatman (2003) found that employment density was associated with a lower likelihood of automobile commuting and reduced personal commercial VMT. However, he examined the influence of density and mixed use at workplace on travel behavior, using data from Nationwide Personal Transportation Survey (1995) which limited his study to nationwide results and use of larger geographical units like census tracts for his land use variables. Hence, there is a need to conduct similar analysis at a regional level which will allow for reexamination of the relationship at finer geographical scales, like TAZs, using more sophisticated measures. The proposed study seeks to extend Chatman's research by using more updated regional travel survey data in Florida and analyzing built environment impacts while controlling for other influential factors, especially transit service at a lower level of geographic aggregation. Multivariate analysis will be used to evaluate impacts on commute and non-auto travel during

work hours using MPO travel survey data, local government land use data and transit agency service data.

The results of this study will inform site design, land use planning, and transit service planning practice. In the event that built environment measures show up as significant, policy interventions at workplace sites may be easier to implement owing to less resistance when compared to residential settings where higher densities or mix of uses may not be accepted by residents (Chatman 2003).

Proposal is intended topic for my doctoral dissertation.

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[838]

INNOVATION IN THE PRACTICE OF TRAVEL DEMAND MODELING: AN HISTORICAL EXAMINATION

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This paper examines the historical development of the practice of travel demand modeling to explore the factors that foster and inhibit the diffusion of planning innovation. This qualitative research is based on extensive case study histories of six US metropolitan planning organizations. This paper responds to the perennial criticism that travel demand modeling is resistant to change by first challenging that assumption and then identifying the social and institutional factors that structure technological innovation within transportation planning. Particular emphasis is given to the translation of ideas from research to practice, the role of legislation in impacting innovation, and the institutional character of metropolitan planning organizations. While this research is aimed at the specific practice of travel demand modeling, its lessons regarding the diffusion of innovation can be applied more broadly in the field of planning.

This paper proposal represents the core arguments from my doctoral dissertation, which I hope to be completing in late 2008. My faculty adviser is Prof. Elizabeth Deakin who can be reached at edeakin@berkeley.edu.

[839]

INTRODUCTION TO PRE-ORGANIZED SESSION URBAN FREIGHT POLICY AND PLANNING: A COMPARATIVE ANALYSIS

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Economic restructuring and globalization have vastly increased the volume of commodity flows carried by all transport modes. The flows that link sites of production and consumption from Asia to Europe and North America are concentrated in marine ports, airports and rail hubs. The urban regions that host these transportation hubs face a common set of challenges and concerns resulting from the increased throughput. They are confronted by the impacts of trade on air quality, urban congestion and changing land use and travel patterns, and the need to balance economic vitality with sustainability.

This panel provides a forum for the comparative analysis of planning and policy efforts from North America and Europe which are being used to support long-term sustainability of urban regions, and the nodes and networks that comprise the supply chain. The papers are similar in that they reflect the multi-disciplinary nature of goods movement research in the planning realm; they draw upon such diverse areas as policy analysis (Erie, Giuliano and O'Brien), transport-land use interactions (Hesse, Woudsma), economics (Banister and Berechman), engineering (Chadwin), environmental justice and health planning (Coussens, Lena et al). The papers also suggest a common interest in finding solutions that involve technology, institutional change, and that result in a "greener" supply chain.

The papers however reveal important differences in approach taken by metropolitan regions in different parts of the world. The paper by Hall and O'Brien (moderators / discussants) considers the role played by the national government, states and provinces, local governments and port authorities themselves in establishing urban goods movement policy in both Canada and the US. Schweitzer presents findings from a US-wide interview survey of more than 350 truck drivers which examines the link between drivers' environmental and energy attitudes to their adoption of idle-reduction measures. Hesse considers how urban regions in the European context (especially Germany) are positioning themselves as logistics hubs. Theofanis presents lessons on the development of freight villages in Europe, including the use of public-private partnerships, and considers how these villages relate to efforts to mitigate the adverse impacts of urban freight distribution. Finally, in a case study of our host city, Chicago, Bittner considers planning efforts to address rail congestion in that city and how improved rail movements relate to improve air quality.

The joint meeting of ACSP-AESOP offers a unique opportunity to discuss the impacts of global trade with an international audience. Participants will explore new outlets for comparative research on urban freight, situating their work in a broader context in which to translate planning process into implementation. It is expected that this session will result in a special issue of a planning or transportation journal.

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LAND USE, EMERGENCY MANAGEMENT, AND MITIGATION OF TRANSMISSION PIPELINE HAZARDS IN NORTH CAROLINA

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Using data collected from semi-structured in-person interviews and paper-surveys of 26 planning directors and 28 emergency managers in North Carolina's Piedmont Triad metropolitan area, this paper examines differences in knowledge of, preparedness for, and mitigation of hazardous material transmission pipeline accidents among local governments in 26 jurisdictions. I use descriptive statistics to evaluate differences in knowledge and preparedness between planners and emergency managers. Qualitative analysis of interview data is employed to compare mitigation and preparedness between communities. The results of the study illustrate that while planning directors have limited knowledge about locations of transmission pipelines in their communities, emergency managers are likely to be informed and aware of pipeline locations and have regional networks in place in to respond to pipeline ruptures. However, emergency managers have little information about options for management and control of new development near these pipelines. The results suggest the need for better collaboration among planners and emergency managers and for improved awareness by planners to the risks from transmission pipelines in their communities. In addition, the study highlights the regional

implications of local land use and builds on previous research which illustrates the many challenges that restrict the implementation of regional governance of land use planning.

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MODELING STREET CONNECTIVITY, PEDESTRIAN MOVEMENT AND LAND USE ACCORDING TO STANDARD GIS STREET NETWORK REPRESENTATIONS: A COMPARATIVE STUDY

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Two 1 mile x 1 mile areas in Atlanta and two 1 mile x 1 mile areas in Istanbul are compared to establish correlations between the distribution of pedestrian movement and street configuration. In each city, one area is chosen in the urban center and the other in one of the residential neighborhoods. The aim is to identify both underlying regularities that link street connectivity to pedestrian flows and differences regarding the volumes of pedestrian presence that can be traced to the influence of different modes of space appropriation. Based on pilot studies we expect to show that the volumes of pedestrian traffic per road segment can be post-dicted based on an analysis of standard GIS-based representations of street networks to implement two new measures of connectivity: reach, which measures the length of street network accessible within a given walking radius, and directional distance, which measures the number of direction turns needed to get to all accessible parts of the network. The work has several consequences. First, it complements existing work on the influence of density and design upon pedestrian movement by bringing into sharper focus a variable that clearly partakes of both design and density, namely the connectivity of the street network and its configuration. Second, it helps clarify that while density and land use may play an important role in determining the average volume of movement in a given area, spatial layout also plays a significant role in determining the distribution of movement within an area. This has consequences for at least some kinds of local urban economy as the comparative analysis will show: in Istanbul retail still relies on the "passing trade" more than it does in Atlanta because of the finer grain not only of the street network but also the size of businesses.

This work is drawn from a completed qualifying paper, a requirement in the PhD program College of Architecture Georgia Institute of Technology.

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UNDERSTANDING TRANSIT SERVICE RELIABILITY AND SERVICE RESTORATION STRATEGIES

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Reliable service is essential for transit agencies to attract and maintain passengers, particularly for choice riders. Unfortunately, there are many factors detrimental to reliable transit services, such as weather, traffic, road construction, poor planning and scheduling, insufficient maintenance, and personal issues of operators. These factors often lead to unreliable services like bus bunching, schedule deviation, and large headway gaps. Some service restoration strategies have been proposed to restore services when bus bunching and/or large bus gaps occur, such as schedule-based holding for low frequency routes and headway-based (e.g., "Prefol") holding for high frequency routes (Turnquist, 1981). These strategies have been sparsely implemented by field supervisors at some transit agencies. However, there is very limited empirical research on how effective these strategies are (Strathman et al., 2001). The deployment of transit technologies like Automatic Vehicle Location (AVL) systems, which provide a lot of data on bus operation and offer us an opportunity to have a better understanding of service reliability issues.

The purpose of this study is two-fold. One is to better understand transit service reliability issues using AVL data, and the other is to explore strategies and techniques to improve service reliability and better restore disrupted service. Specifically, this research tries to answer the following questions:

- How should service reliability be measured? How serious is the issue of bus bunching and large headway gaps?
- Do bus bunching and large headway gaps propagate throughout a route? If yes, how? If not, why not?
- What are possible ways to improve transit service reliability? Is "schedule-based or headway-based holding" an effective technique to restore service?

We have been working on this research since April 2006 (2007?) with support from the US Midwest Regional University Transportation Center and the Chicago Transit Authority (CTA) using Chicago transit as a case study. The data used come from

CTA's AVAS (AVL) and HASTUS (schedule) databases on Route 20-Madison Street, and were obtained for a week's time, July 9-15, 2007. In addition, we have asked the field supervisors to maintain records about what service restoration methods were used at what time and under what conditions. We also conducted a field observation trying to understand field supervisors' behavior in the field. The following are some preliminary findings from the data analysis so far.

(1) Bus service reliability becomes continually worse from the morning peak period to the afternoon peak period.

(2) The large headway gaps do not seem to propagate along the whole route. There is also only a significant impact on the gap of the immediately following time point, and the gap magnitude appears to decrease over the next few time points.

We are in the process of trying to understand why this is the case. The research will be completed by the end of May 2008 and the full results will be presented at the ACSP-AESOP Joint Congress in July.

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THE URBAN RENAISSANCE POTENTIAL OF INNER-CITY RAIL STATION REDEVELOPMENT PROJECTS

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This paper looks at rail-station area redevelopment projects as key instances of planned, large-scale strategic interventions into the contemporary urban fabric which re-shape the dynamics of urban development by re-connecting and revitalizing key inner city locales. Rail stations are both "spaces of flow" and "spaces of place" and constitute highly symbolic spaces of urban mobility, connectivity, and progress. In theory, mixed-used developments around centrally located rail stations thus offer a perfect answer to the challenges of a future-oriented sustainable urban development focused on an "urban renaissance" agenda. In practice, however, the implementation of such mega-projects is highly complex and typically fraught with myriad difficulties. This paper presents a case study of Berlin's new Central Crossing Station (Berlin Hauptbahnhof) and discusses the urban redevelopment potential of the surrounding sites. Particular attention is paid to the various "urban renaissance" discourses and to

the various redevelopment goals pursued by the railway company, the site's developers, public officials, and other key actors.

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THE CHALLENGE OF EVACUATING THE CARLESS IN FIVE MAJOR U.S. CITIES

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The evacuation of New Orleans was one of the most successful in U.S. history with over 1.2 million people evacuating the region by car during a 48 hour period. It was also one of the most unsuccessful evacuations with respect to the carless society - those without access to cars or those without the physical or economic means to evacuate who were stranded below sea level. Reasons for the successful car-based evacuation stem from local, regional, and inter-state collaboration amongst transportation professionals, emergency managers, and state police to establish a highway contra-flow traffic management system. Evacuating carless populations requires collaboration across various stakeholders, including transportation planners, emergency managers, health care providers, and others. This paper discusses the importance of a regional approach for evacuation planning which stem from the regional nature of large scale evacuations. This paper stems from stakeholder focus groups across five U.S. regions, including Chicago, Miami, New Orleans, New York, and San Francisco.

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TRANSIT IN TEXTS: THE MEDIA'S ROLE IN THE PLANNING PROCESS

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On November 19, 2006, the Greenville Transit Authority announced its 30th anniversary and impending budget crises through the pages of a local South Carolina newspaper, The Greenville News. For the next 12 months, this newspaper chronicled the public decision making process surrounding the bus system and the eventual dismissal of McDonald Transit. This study examines the newspaper's role in disseminating information to the public. Following Fairclough's conception of media discourse, it also looks at how texts represent relationships, in this case, the portrayal of an agency and the municipalities. By identifying how the media portrays the transit situation, this research can gauge how the public likely perceived and acted toward Greenville transit.

With the aim of uncovering underlying themes and rhetorical patterns in the newspaper articles, this study will use a form of relational content analysis as defined by Huckin (2004). The process consists of identifying, quantifying, and analyzing specific words, phrases, concepts, or other observable semantic data in a body of texts, and examining the relations among them (14). Vuchic provides normative constructs through community requirements, including service quality, system cost, social objectives, and environmental concerns. Meyers and Miller provide the perspective on the planning and decision making process. The text corpus will consist of 65 to 100 Greenville News articles collected over a year using a keyword search for Greenville transit. The content analysis will provide a method to discover what the texts talk about, in addition to what they do not talk about. As Fairclough states, "both selections amongst available discourses and selections of particular ways of articulating them together are likely to be ideologically significant choices" (p. 102).

These choices impact public perception and opinion of Greenville transit. In turn, these perceptions affect policy makers and elected officials who ultimately made the decision to restructure the system. As such, this study offers a lens to view how planning and transit information is disseminated to the public. In addition to exploring the influence of public opinion, it extends the focus to the potential power of the media, an issue often overlooked by planners. In practice, however, media texts construct versions of the public planning process.

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MAKING TRUCK-RAIL INTERMODAL COMPETITIVE

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Problem Statement and Motivation

Freight ton-miles are projected to increase markedly over the next decades. As documented in many sources (e.g. AASHTO 2003) this increase, along with the continuing growth in passenger vehicle miles, will place unprecedented strain on the nation's highway system. Many key links of that system are already at or near their design capacity (FHWA 2003, MRUTC 2004). If these demands are to be met, some steps will have to be taken to shift some trips to other modes or other corridors. In freight, there is a wide recognition that the greater use of truck-rail intermodal is the most promising option (AASHTO 2003), but exactly which actions might be effective in moving truck trips to truck-rail is unclear.

Since movements of goods by truck-rail intermodal usually require one or more transloadings, the market penetration has been limited to fairly narrow niches defined by the commodity type and shipping distance. The overall objective of this research is to develop, explore and analyze various strategies for increasing the market share of truck-rail intermodal, especially in: 1) shipment distance below 600 miles, and/or 2) selected market defined by commodity groups and Origin-Destination pairs.

Study approach

While technological improvements and innovations, especially at the transshipment points, may hold the most promise, it may be only a part of the solution. Various stakeholders have completely different perspective on the problems/situations that need to be improved in order to make intermodal more competitive. Furthermore, it is likely that the institutional and operational barriers created by the heterogeneity among the stakeholders are the root problem that needs to be addressed. In such an environment, the solutions that are derived from the traditional rational model approach that relies on hard, quantitative tools such as capacity analysis, operations research, or cost-benefit analysis have poor feasibility since the barriers that prevent their implementations are often overlooked.

Our approach combines qualitative and quantitative methods to generate and evaluate the actionable strategies to make intermodal more competitive. The sources of data are: 1997 and 2002 Commodity Flow Survey, and Freight Analysis Framework. In addition, during the Spring of 2008, we will conduct interviews of selected shippers, carriers, 3PL and public sector personnel to collect information on their processes and perceptions of making modal selection decisions as well as emerging trends and constraints. These interviews will be conducted through a combination of face-to-face, electronic and focus group techniques.

Using the information collected, we will examine the following key issues: potential market niche for rail-truck intermodal including the critical mass required to establish a profitable shipping "lane", trends and constraints in various freight sectors as well as shippers, potential

technological solutions, institutional obstacles, and expected effects of possible policy and investment actions.

This is not a dissertation. It is based on a master's project. I am the project advisor.

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UNDERSTANDING THE TRAVEL BEHAVIOR OF HISPANICS; A PRE-REQUISITE FOR EFFECTIVE PLANNING

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Hispanics are a large and growing percentage of the total US population. In 2005 over 14% of the US population were of Hispanic or Latino origin; the US Census estimates that this population will increase 188% between 2000 and 2050—when one in four Americans will be Hispanic or Latino. There is growing evidence that the transportation patterns and behaviors of these travelers differ, sometimes substantially, from other population groups. Travel differences by ethnicity naturally raise important questions of social equity—but even greater challenges to effective transportation planning.

The paper illustrates the impact of ethnicity in two fairly different transportation planning topics: travel demand modeling, and, mobility planning for older people. First, travel demand models, a significant metropolitan transportation planning tool, rarely reflect even dramatic changes in the ethnic and racial composition of the metropolitan population. So if trip characteristics vary with cultural norms or ethnic attitudes, these models fail to capture or represent the travel patterns of Hispanic households.

Second, policymakers and analysts use key dimensions of household travel to give insight into the way governmental transportation programs could or should be structured. One policy area where this is clear when viewed through the prism of ethnicity is the delivery of transport services to older travelers. Of course Hispanics are, on average, younger than other racial and ethnic minorities, largely because of immigration. But one in seven seniors will be Hispanic in the next two decades. We know that there are strong ethnic differences in the use of transport resources by older people even controlling for relevant variables. Research shows that older Hispanics are far more likely to depend on family members to meet their transportation needs. Then planning strategies might do better by strengthening the family networks around older Hispanics rather than providing more public transit or other transportation options.

It is necessary to develop data on key aspects of the activities and travel choices of Hispanics, both to improve the sensitivity of widely used travel models to the psychological and cultural components of travel decision and, specifically to make them more responsive to

both the demands and the needs of Hispanic travelers who comprise a large and growing component of the population.

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IMPROVING SOCIAL BRIDGING THROUGH ACCESSIBILITY AT BUS RAPID TRANSIT FACILITIES: THE EXPERIENCE OF CURITIBA, BRAZIL

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Curitiba, with 1.8 million inhabitants, is located at Southern Brazil and reached world notoriety due its urban and transportation planning, by developing a modern and efficient city based on planning and transit for social and environmental balance, instead automobile based growth.

Therefore municipality gave priority to buses, pedestrians, green parks and environmental protection, transforming landscape into one of the most recognizable Transit Oriented Development urban design in the world.

Architect Jaime Lerner, former Mayor and his team, began to change urban design in the 1970s, developing efficient and modern mass transportation system, connecting adjoined metropolitan cities, applying successive and well succeed urban plans, able to change patterns.

In those plans, special attention was given to handicapped and mobility impaired passengers, making their rides safe, independent and comfortable without additional time on embarks and disembarks, contributing to higher average speed for transit.

By integrating routes and lines, spreading facilities and creating dedicated services for handicapped and impaired passengers, Curitiba's Bus Rapid Transit system rises as an experience to extract lessons to be applied elsewhere, focused on urban advanced skills for accessibility and sustainability.

This paper focuses on topics showing how Curitiba's transit developed effective ways to achieve social balance through accessibility for mobility impaired passengers at same time expanded it into a huge integrated metropolitan transit net that carries daily more than 2.2 million passengers.

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[849]

INTERPRETATION AND URBAN PROJECT FOR INFRASTRUCTURAL STRATA IN A METROPOLITAN CONTEXT: 'SETE RIOS' AND THE 'RING RAILROAD LINE' IN LISBON, PORTUGAL

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The paper will try to establish interpretative and project approaches for the area of 'Sete Rios' (literally, seven rivers), an urban district in the city of Lisbon, Portugal, which is especially rich in terms of its genesis and urban transformation, both determined by the overlaying of multiple topographical and infrastructural strata, resulting in very diversified morphological, topological and landscape configurations.

We will highlight the presence of one of the oldest routes of access from the city to its peripheral rural settlements, the reinforcement and exploration of the urban axial structure of this route with the construction of parallel railroad and tram lines and, finally, the eventual integration into a system of rings, tangential relationships with the former city boundaries, and territorial extensions to the south bank of the river Tagus. This system is part of a gradually superimposed radio-concentric road structure which, although bringing extraordinary conditions in terms of metropolitan centrality to the studied area, has revealed to be a conflicting spatial node, causing discontinuities and ruptures in the urban tissue.

This approach serves as the basis for an urban project discussion around the spatial potential of the 'Linha de Cintura' (ring railroad line), one of the most important infrastructures present in the area and vital to the metropolitan railroad system. Issues to be addressed include the modes for a better urban integration along its urban borders, ways to consider the residual and fragmented spaces into the design strategy and the forms of mediation between a local scale and a territorial system, namely through the nodal access points of railroad stations and public transport interfaces.

The paper is drawn from an ongoing PhD research in Urbanism, entitled Spaces of infrastructural mediation: interpretation and urban project in the metropolitan territory of Lisbon, under the supervision of Professor Sofia Morgado (sofiamorgado@mail.telepac.pt) of Faculty of Architecture of the Technical University of Lisbon). The study area has been approached in faculty urban project exercises and workshops.

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[850]

DISCURSIVE MODELLING FOR LAND USE-TRANSPORT INTEGRATION: AN EXPLORATIVE CASE STUDY FROM PERTH, WESTERN AUSTRALIA

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This paper will introduce a modelling and communication tool designed to foster better understanding of the dynamics of multimodal mobility, accessibility and land use in urban regions, while incorporating the complexities of sustainability policy as well as the vagaries associated with external influences such as climate change targets and oil vulnerability. Traditional transport modelling approaches commonly struggle to accommodate assumptions that break from previous trends in land use and demand for mobility, and they are usually not receptive to the full breadth of factors influencing mode choice. Sustainability targets and objectives, in turn, are often too unspecific in spatial terms to meaningfully inform policy making for particular locations or particular transport links. Occasionally, these twin shortfalls act in concert to thwart evidence-based initiatives to steer the urban land use-transport system away from car dependence and towards greater concentration of activities in nodes and corridors with high accessibility for public transport and non-motorised modes.

In Perth, the opening of a new suburban rail line in 2007 and the completion of an orbital freeway link in the previous year served as case studies for the development of a comparative model for multimodal accessibility across the urban region before and after those network changes. By assessing network performance and accessibility for the network nodes associated with around 90 of metropolitan Perth's most significant activity centres, strengths and weaknesses in centrality and connectivity could be identified from various angles and visualised in GIS-supported mapping material. Comparative measures for road and public transport access helped to determine the 'competitive edge' between the two modes and allow for scenarios of change, both policy-driven through deliberate modification of networks, and self-regulated such as through the build-up of road or public transport congestion, or through affordability effects derived from rising fuel prices or carbon taxes.

This paper will trace the evolution of the model and discuss its applications in a discursive planning context, including its suitability to act as an interactive, online communication tool between practitioners and stakeholders in land use and transport planning.

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[851]
PEDESTRIANS' QUALITY NEEDS IN CZECH AND MORAVIAN URBAN AREAS
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The main objective of the COST 358 Action - European Cooperation in the field of Scientific and Technical Research - is to provide an essential contribution to systems knowledge of pedestrians' quality needs, thus stimulating structural and functional interventions, policy making and regulation to support the walking conditions across the EU and other involved countries.

Right from the beginning of car transport development pedestrians have been paid little attention; with the growing number of vehicles and roads for these vehicles their position is becoming even worse. Unequal position of pedestrians is also emphasized by their significantly greater vulnerability in the road traffic as compared to other road users. These circumstances have been highlighted more frequently only in recent years, when suitable solutions have been searched on the worldwide scale particularly with regard to making especially the roads in towns safer and friendlier to pedestrians.

In transport and traffic safety sciences a comprehensive, integrated systems approach is now the State-of-the-Art. This COST 358 Action follows that path to determine pedestrians' quality needs with regard to the physical and social environments, the transport system, and policymaking and implementation for a safe and healthy mobility of pedestrians.

This study is conducted from 3 perspectives: functionality, perception, durability and future prospects. Special attention is given to the coherence and integration of these perspectives. The focus is laid on pedestrians' quality needs with regard to the strategic, tactical and operational levels of travel and sojourn decisions of pedestrians, particularly in city outskirts.

The objective of this study is also to map legal bases for searching optimum outputs within the limits of the Czech legal order. We also consider our obligation to mitigate a special legal regime of walking away from roads, i.e. pedestrian rules for the movement in protected natural areas and in the countryside.

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[852]

TRUCK DRIVER ENVIRONMENTAL AND ENERGY ATTITUDES—AN EXPLORATORY ANALYSIS
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In recent years, U.S. federal and state regulators have developed policies designed to encourage tractor-trailer drivers to reduce engine idling as a way to cut down on diesel particulates. But it has proven difficult to target education and outreach to truck drivers, partially because so little is known about them. Based on a nationwide interview survey of more than 350 drivers, we examined the link between drivers' environmental and energy attitudes to their adoption of idle-reduction measures. A cluster analysis shows that truckers with some college and with college completion consistently expressed agreement with pro-environmental statements. Using a logit model, concerns over fuel consumption, resource depletion, and cost were associated with an interest in idle-reduction alternatives among owner-operators, but not actual purchases. Costs of technology and fuel are the driving considerations both for and against adopting idle-reduction strategies.

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[853]

GETTING ON THE RIGHT TRACK: FACTORS LIMITING THE DEVELOPMENT POTENTIAL OF LIGHT RAIL

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Cities and states are investing millions of dollars in the creation of light rail, justifying a portion of this spending with the promise of economic development. Studies regarding the economic development associated with the type of development around stations have argued that Transit Oriented Development (TOD) enhances and multiplies the economic effects of rail transit. Working from the assumption that specific benefits derive from TOD, there are still a variety of private and public obstacles to overcome before successful TOD can be built. In his 1997 TCRP report, Porter breaks these challenges into five areas: Locational Liabilities, Market Cycles, Government Policies, Institutional Barriers and Fixation on Automobile-Centered Design.

The presence of the first of Porter's obstacles, locational liability, is often determined by the planning of the light rail route and station placement along that route. The re-use of existing railroad right-of-way for separate lines and large, arterial streets for in-road lines limits the opportunities for placement of stations. The potential market and development opportunities are rarely a determining factor

in placing the stations; instead the stations are placed where they fit on these existing corridors. As a result, station areas suffer from land assembly issues, redevelopment challenges, land use conflicts, environmental issues and market factors.

This paper will report on the findings of a case study of development around transit stations in the St. Louis region that examined the types of development and the political, economic, and geographical reasons for the forms that the developments are taking. In September of 2006, the St. Louis Transit Authority (Metro) opened the Cross County Extension to the MetroLink light rail system. The research examines the motivations of developers, municipalities, the transit agency and the MPO in planning the MetroLink extension and developments adjacent to the new stations. It appears that the developments adjacent to these stations are featuring low-density, sprawl-like patterns (transit-adjacent development or TAD) instead of the more economically beneficial dense, connected and walkable TOD. The primary obstacle to TOD in St. Louis seems to be directly associated with Porter's locational liability claim. If the station is placed in an area with limited location potential, policies that address the other obstacles will not be effective in encouraging the creation of TOD. The implications of this research suggest that locational liabilities, more than any other factor, dictate the type of development possible around a station and reinforce the benefits of sound planning.

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[854]

URBAN RAIL POLICY AND PERFORMANCE IN BRITAIN AND SOME COMPARISONS WITH THE USA

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Given the mounting criticisms that have been levelled at urban rail investments and the increasing interest in bus rapid transit, the paper addresses two questions. (i) Since 1980, how well have British urban rail schemes performed and why? And (ii) how has British urban rail policy, especially light rail policy, evolved in relation to performance, changing costs and various other influences? There have been nine major British urban rail schemes, seven of them light rail, which have started operations since 1980. Others have been proposed and then withdrawn. For the case study schemes, use of government data on trends in patronage and in revenues will be supplemented by documentary evidence, such as impact studies (the author was

involved in the impact studies of Manchester's first light rail routes) on the costs and benefits of some of these schemes. To set the British situation in a wider context, comparisons and contrasts will be made with experiences elsewhere, especially in the USA. The paper will seek to identify the key features governing the degree of success or failure of these rail projects, as they may provide useful lessons and warnings for transport policy makers elsewhere. In addition, the paper will highlight the problems and possibilities resulting from the British approach to funding and operation of urban rail schemes in the context of deregulated bus services outside London.

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[855]

TAKING IT TO THE STREETS: TRAFFIC ENGINEERING VERSUS URBAN DESIGN IN THE PLANNING OF URBAN BOULEVARDS

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THE PROBLEM

Urban designers have traditionally viewed traffic engineers and transportation planners with suspicion, if not outright hostility. From the earliest periods of American city planning history, those who concern themselves with the aesthetic qualities of the urban environment have found themselves at odds with engineers on how, where and whether to facilitate the movement of automobiles and trucks within and between cities.

Transportation planning decisions are traditionally made within a paradigm of instrumental rationality (Willson et al., 2003), which uses analytic methods such as modeling and forecasting to frame the selection of alternatives with little consideration of value-based goals and ends. By emphasizing technical analysis, instrumental rationality in transportation planning can also privilege technical information and methods over normative goals and community values. Such a "bureaucratic" approach to planning public infrastructure projects tends to marginalize meaningful local public participation in the planning process (Tauxe 1995) by substituting cursory "public involvement" (usually in the form of one-way communication from planners to the public) for democratic, deliberative decision-making.

Street design standards and operational principles espoused by conventional traffic engineering also tend to conflict with central tenets of urban design, including not only aesthetic but also functional considerations such as improving walkability and quality of place, calming traffic to enhance pedestrian safety, and promoting diversity of land uses (Ben-Joseph and Southworth 2003).

Technical considerations in traffic engineering also frequently conflict with and undermine aesthetic qualities of streets themselves. For example, conventional engineering practice views streetscape treatments such as trees and concrete planters as potentially hazardous fixed objects, and encourages the design of clear roadsides that offer an opportunity for vehicles leaving the roadway to safely recover and return to the intended path of travel. Such practices, which may be unsupported by empirical data and systematic technical analysis, treat such aesthetic amenities as unacceptable safety risks to automobile drivers and passengers (Dumbaugh 2005). Finally, engineering standards and practices originally devised for high-capacity, high-velocity roadways such as interstates and rural highways are also increasingly being observed in urban contexts, where they may induce inappropriate travel behavior and undermine basic principles of context-sensitive design (Dumbaugh 2005; Kulash 1996).

Despite this antagonism, transportation planning decisions exert a profound influence on the physical form and quality of the urban environment. The persistence of instrumental rationality in transportation planning is especially problematic in a policy context that increasingly encourages the use of participatory planning and the consideration of environmental, scenic, and aesthetic values, as well as economic goals and other non-technical community values, in the transportation planning process.

This study examines the ways in which growing traffic demands can reinforce incremental traffic engineering decisions that ultimately undermine the basic design features and aesthetic character of historic roadways. The paper is based on case studies of two American cities where traffic engineering interventions conflicted with concerns about the design quality of urban parkways. Both cases involve conflicts between traffic engineering standards and the urban design characteristics of historic roads, as well as normative goals and values related to community character and livability.

METHODS

This study is based in part on community outreach work undertaken by the author to help a municipal parks department develop design guidelines that balance traffic engineering with aesthetic considerations to protect and preserve the design quality of historic urban parkways and boulevards. In addition to the secondary literature, which is drawn from both engineering and planning journals, sources for this study include policy reports, technical studies, and public records and internal correspondence among the various public and transportation agencies. The study also evaluates the communicative discourse of the planning process as reflected in the author's extensive field notes, developed through participant-observation in the second case study.

In the first case, traffic engineers in Evanston, Illinois proposed using mast arm-mounted traffic signals to provide coordinated signal timing along Ridge Avenue, an urban boulevard and designated state highway that traverses a historic neighborhood district. Local residents objected to the mast arms, fearing that they would destroy the historic landscape design of the tree canopy along the boulevard. While the city determined that the design standards proposed for the signals conflicted with those governing development in the historic district, the state DOT nonetheless insisted on the use of the mast arms as a means of mitigating congestion and associated pollution from idling vehicles. Ultimately, aesthetic considerations were balanced against the adverse and unintended consequences of traffic engineering standards when the Federal Highway Administration (FHWA) ordered IDOT to undertake a Section 106 Review under the National Historic Preservation Act.

In the second case, a remarkably similar set of circumstances led traffic engineers in Kansas City, Missouri to propose and plan the installation of mast-arm mounted traffic signals on local roadways throughout the city, including the city's historic boulevards. In the Kansas City case, engineers relied not only on a variety of federal and advisory standards to justify the installation of the mast-arm mounted signals, but also based their design decisions on a study originally authored by engineers from the city's own public works department evaluating the impact of mast-arm mounted signals on right-angle crashes at major intersections (Russi 1991).

Through the author's intervention on behalf of a group of concerned citizens, a technical report authored by Walter Kulash, a transportation engineer and recognized authority on context-sensitive design, was commissioned by the city's Board of Parks and Recreation Commissioners (which have jurisdiction over the planning and maintenance of parkways and boulevards) as the basis for new design guidelines that challenge technical objections posed by the state DOT and the local public works agency charged with implementing the traffic signal intervention.

FINDINGS AND SIGNIFICANCE OF THE STUDY

The ethnographic approach underlying this second case study offers first-hand insights into the tensions between traffic engineering and urban design standards, as well as the professional norms and practices that complicate the resolution of these tensions. In both cases, traffic engineers used warrants about driver safety, traffic congestion, and the potential tort liability of public transportation agencies to overcome community resistance to traffic engineering interventions and undercut public concerns about aesthetics, increased travel speeds, induced traffic, and pedestrian safety. Taken together, the two case studies develop important, parallel insights into the social discourse of transportation planning, the role of technical expertise in marginalizing local community influence on decision-making, and ways of resolving the tension between technical and local knowledge through the transformation of transportation planning practice.

The study concludes with recommendations for fashioning new communicative discourses within transportation planning that help to balance and resolve the tensions between engineering and urban design standards, while simultaneously enhancing opportunities for more context-appropriate and context-sensitive design and public participatory processes.

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[856]

DELIVERING TRANSPORTATION INFRASTRUCTURE THROUGH PRIVATE-PUBLIC PARTNERSHIPS: ARE EXPECTATIONS BEING MET?

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Since the 1980s, private-public partnerships have gained popularity with both left-wing and right-wing governments as a means of effectively delivering large-scale transportation infrastructure projects. Globally between 1985 and 2005, over 1,100 projects worth more than \$450 billion have been built using private-public partnerships. Proponents suggest that introducing competition and market forces into the procurement of public infrastructure through private-public partnerships can lead to more accountable decision making, contribute to greater technological innovation, and reduce the potential for construction-cost escalations that have consistently plagued infrastructure mega projects. Most recently, the bundling of facility design, building, financing, and operation into a single concession (known by the acronym DBFO) has become the partnership model of choice in the transportation sector.

This paper examines whether claims about the benefits of delivering public infrastructure through private-public partnerships are matched by the real-world experience. Providing the empirical foundation for this study is an international comparison of three in-depth case studies of DBFO private-public partnerships from the transportation sector: the development of express toll lanes in the road median adjacent to State Route 91 in the Los Angeles area; the Croydon Tramlink in London; and the construction of the CrossCity tunnel in Sydney. The paper draws on a range of data sources including financial documentation and planning studies, annual corporate reports, post-implementation evaluations, auditor general reports, the findings of public inquiries, existing academic reviews of the projects, and media stories.

As will be shown, the insertion of competition and market forces into the delivery of large scale urban transportation infrastructure as part of the partnership model has profound impacts on the types of projects that are selected for construction, the quality of public engagement in decision making, and the role of the state and planners in governing urban transformation and change. A careful consideration of these case studies suggests a dissonance between the theory and practice of private-public partnerships in urban infrastructure development.

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[857]

THE STRUCTURAL ACCESSIBILITY LAYER (SAL) – A DESIGN SUPPORT TOOL FOR URBAN MOBILITY MANAGEMENT

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The integration of land use and transport policies is regarded as a necessary condition (although not sufficient) to attain more sustainable patterns of travel behaviour. In spite of the widespread political and academic recognition of this fact such integration is seldom put into practice. The lack of theoretically sound, as well as usable and responsive design support tools, is pointed out as one of the reasons for this lack of integration.

This research is based on the assumption that the concept of accessibility is able to frame the development of such design support tools. We hypothesise that, in an urban context, the mapping of composite measures of comparative accessibility of residents to several activities and services, by different transport modes, can provide an efficient and effective design support tool to bridge the gap between rhetoric and practice of land use and transport policy integration. This paper presents this innovative design support tool – the Structural Accessibility Layer (SAL) – and the main results of a case study application designed to test the research hypothesis.

Our research shows that the SAL offers a framework for policy development providing a combined approach to land use and transport policies to influence mobility patterns. The SAL was found to be suitable for diagnosis and useful for strategy development. This finding was supported by expert opinions which confirmed the robustness, usefulness and usability of SAL. The geographical representations of comparative accessibility levels were found to provide a new insight on the representation of local mobility conditions and constraints for sustainability.

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[858]

THE NEW TRANSPORT NETWORKS IN GREECE AND IN THE REGION OF THESSALY: IS A NEW SPATIAL PATTERN EMERGING?

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Greece is once more in a state of spatial transformation triggered by a series of forthcoming major transport infrastructure projects that perspectively will change the picture of the country. From the historical S shape of development a (more polycentric) sigma (σ) is gradually emerging. Two regions (Western Peloponnese and Thessaly) both endowed by major transport projects (completed or planned) are contesting to become the third pole of the country. The paper analyses the current situation of the transport networks of Thessaly, presents the projects under consideration in the context of the recent national Physical Regional Planning Framework, and attempts to answer questions related to the picture and the role of Thessaly after the completion of the projects some of which will be accelerated because of the 2013 Mediterranean Games. Critical questions are whether the networks are adequately planned and whether the new networks will result in a polycentric structure in Thessaly.

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[859]

GETTING BY WITH A LITTLE HELP FROM MY FRIENDS AND FAMILY: IMMIGRANTS AND CARPOOLING

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More than 33 million immigrants live in the United States, comprising over 11% of the nation's population, and this figure is growing, with nearly 1.3 million authorized and an estimated 1.2 million additional unauthorized ("illegal") immigrants entering the country in 2006. Immigration plays a large role in the growth of the nation, and it is likely that the changing demographics of the nation will result in important changes in the way that the nation travels.

While much of the scholarly literature on immigrants' travel has focused on transit use, even the newest arrivals to the United States make over ten times as many trips by carpool (multiple-occupant vehicle) than by transit. Indeed, immigrants are more likely than native-born Americans to use carpools for all trips.

Using the 2001 National Household Travel Survey and employing a multinomial logit mode choice model, we examine the determinants of carpooling. We find that, after controlling for socioeconomic, demographic, and location variables, immigrants are somewhat more likely to form external carpools (auto trip with at least one non-household member) and far more likely to form household carpools (auto trip with at least one other household member).

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[860]

ASSESSMENT OF SUSTAINABLE PRACTICES AT AIRPORTS: A METHODOLOGICAL APPROACH OF THE AIRCLIP PROJECT

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Planning academics as well as sustainability advocates have often pointed to the air transportation sector as a growing problem in achieving sustainability targets specifically for limiting emissions. While measures to reduce air travel's impacts on the environment have often targeted either the airlines in the form of requirements for updating their fleet with lower emitting aircraft or airports in the form of limiting overnight flights, measures that would reduce the impact of airport operations on the ground are often overlooked in terms of achieving sustainability targets. Research on sustainability at airports, therefore, is a relevant theme since several airports around the world have already implemented individual measures to reduce their environmental impacts on the metropolitan areas that they serve. This paper will provide the economic, technical and ecological insights concerning airport management that should be of interest to the academic community.

This paper will focus on initiative undertaken within the project AIRCLIP, which is being conducted by the Department for Urbanism, Transport, Environment and Information Society at the Central European Institute of Technology (CEIT-Alanov). AIRCLIP aims to deliver an analysis of possible groundside measures that can be implemented at Vienna International Airport to reduce its ecological impacts on the airport and surrounding region's environment. This would include a list of strategies for using more environmentally friendly technologies and methods at the airport in the areas of energy, waste management, logistics, resource management, transportation planning and mobility management. Such an analysis has become even more critical due to the current expansion of Vienna's airport, which will increase these regional impacts.

The general evaluation model under AIRCLIP includes information gathering, classification and analyzing activities at airports that impact the environment. This paper will therefore carefully outline a methodology for researching and analyzing groundside sustainability measures at airports and provide a few examples of relevant international best practices that are evaluated under AIRCLIP. Furthermore, results from this project should also be transferable to other airports in Austria and beyond.

The information gathered will come in the form of a literature review as well as from testimony given by experts in the field of sustainability and airport planning. As part of its major responsibilities for promoting cutting edge and best planning practices, CEIT-ALANOVA will host its annual conference in urban planning (CORP-2008) in Vienna during which several presentations and discussions from international experts concerning sustainability at airports will take place. Results of these expert discussions and presentations will be incorporated into this paper.

In such cities as Auckland, London, Paris, San Francisco, Portland and Zurich airports have undertaken measures to reduce environmental impacts. Airport officials in Chicago have developed a sustainable design manual for O'Hare International Airport, where most ACSP-AESOP Congress participants will be flying into and out of this year's host city.

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GEOGRAPHIC EQUITY IN PUBLIC TRANSIT FINANCE— COSTS AND BENEFITS IN THE PROVISION OF REGIONAL TRANSIT SERVICE: A CASE STUDY OF TOLEDO AREA REGIONAL TRANSIT AUTHORITY

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In November 2007, taxpayers in the Toledo region barely passed a referendum to renew a 1.5 mill property tax to fund services provided by Toledo Area Regional Transit Authority (TARTA). However, only taxpayers in three townships out of nine cast a majority vote for the renewal. The rejection of the referendum by six townships is a reflection of increasing dissatisfaction among residents with the level of service provided for the taxes they pay. In particular, Perrisberg, which is a suburban community, has been vocal in seeking a way to opt out from the consortium. One big hurdle for Perrisberg's opting out is that the present state law requires all members of a regional transit agency to approve the addition or deletion of any member.

In the U.S., public transit agencies average only about 40 percent of operating expenses from fare revenues and require public subsidy from federal, state, and local sources. In the case of TARTA, in 2005, locally generated property taxes covered 59 percent of the total operating expenses, 19 percent of the total capital expenses, or 54 percent of the total operating and capital expenses.

The present situation in Toledo poses a serious question in regard to the distribution of costs and benefits to different jurisdictions; political geography in public transit finance often goes against the idea that transit service is a provision of indispensable public services to people in low income groups. It also raises a question about regional transit service and financing schemes to fund regional transit service. This study will first carefully examine the costs associated with the service provided to each jurisdiction and the consumption of service (ridership) in each jurisdiction in comparison to the property tax generated in each jurisdiction. The data that will be analyzed in this study are detailed operating (vehicle schedules and ridership on each route) and financial (tax generated by township) data, on-board passenger survey data, and geographic information files of bus routes and origins/destination of demand-responsive trips that will be obtained from TARTA. The data will also include operating and financial data from the National Transit Database and Census data.

In summary, the study will examine the efficiency and equity in the provision of regional transit service. The study will not only contribute to the literature of public transit finance, but also will provide valuable information for voters in regard to the upcoming renewal of another property tax levy that will expire in 2011.

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THE DEVELOPMENTAL CASE STUDY: TOWARDS A RESEARCH & DEVELOPMENT METHODOLOGY FOR INNOVATION IN PLANNING.

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Planning is about collective intervention in spatial structures. Most planning research seeks to understand how current planning practices influence (and are influenced by) the processes and institutional contexts of decision-making and the transformation of spaces. Typically, analytical methods borrowed from other social sciences are employed for this purpose. If one, however, wants to know how new planning practices can be generated a different research approach seems to be needed. To generate new planning practices one cannot limit oneself to understanding the current situation or hypothesizing about possible innovations in a particular planning practice, one also has to actually develop and test possible innovations in a real-life planning context. Only in this way can one truly understand the barriers and pitfalls of, as well as the opportunities for implementing different practices. Doing research into possible planning innovations thus requires in our opinion a different type of research methodology than that is typically applied. These innovations do not originate in a vacuum, but have to be developed in co-production with intended users and in the context of their intended use. Only in this way can a reciprocal learning process be activated in which original hypotheses about possible planning innovations can be developed by iterative testing and adaptation. Because of its static nature a traditional comparative case study analysis – as often used in planning research – does not allow for such an iterative, evolutionary process. In this paper we propose a new methodology, which we have labeled the developmental case study. In this approach each case study provides learning experiences that serve as an input for the next case study. This means that the hypothesized planning innovations change with each consecutive case study, based on the insights derived from the previous case. We have used this approach to develop and test different planning innovations in the field of land-use and transport planning in the Netherlands. This paper uses several cases to illustrate the basic components of this new methodological approach.

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[863]

PLANNING FOR ACCESSIBILITY COULD LEAD TO DIFFERENT AND MORE INTEGRATED TRANSPORT AND LAND-USE STRATEGIES: THREE EXAMPLES FROM THE NETHERLANDS

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In both the scientific and professional community the need to integrate transport- and land use policies in order to achieve more sustainable mobility patterns is widely recognized. However, in practice these integrated strategies are hard to come by. The concept of accessibility provides a basis for making trade-offs between land-use and transportation policies that has been sorely lacking, since it relates to features of the transport system (e.g. speed, and travel costs) as well as the land-use system (e.g. densities and mixes of opportunities). It is a well known and studied concept within the scientific literature, but its use in practice however is still limited. In this paper three cases of metropolitan regions in the Netherlands are discussed in which regional policymakers from both transport and land-use planning had to use and develop accessibility indicators that help them to generate and select relevant combinations of transport and land-use policies. These planning for accessibility experiments were imbedded in real planning processes. For each case the type of accessibility indicators that were used are discussed and the way they contributed to the assessment of the quality of the transport and land-use system. Furthermore, the paper explores the different policy options that resulted from a planning process supported with accessibility indicators and confronts these results with previous policies to see if accessibility indicators indeed generate different and more integrated transport and land-use strategies. The paper concludes with some directions, about the way in which the concept of accessibility could foster a new kind of transportation planning.

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[864]

SPACE FOR MOBILITY: A PARADIGM SHIFT IN DUTCH TRANSPORT INFRASTRUCTURE PLANNING?

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Introduction

Both water management and transport infrastructure planning have to deal with increasing flows and related problems. Traditionally, similar approaches were used to solve these problems. However, in Dutch water management this changed when a paradigm shift occurred. This paper discusses similarities and differences between water management and transport infrastructure planning in order to depict a paradigm shift to more area-oriented approaches in Dutch infrastructure planning.

Transport infrastructure planning

The ongoing increase of mobility due to globalization and changing spatial behavior of people has a tremendous impact on the Dutch national highway network. Since mobility is seen as a necessary condition for economic growth and social quality in current policies, it is evident that new transport infrastructure is needed. These policies focus mainly on rather technocratic-rational and linear approaches of enlarging road capacity by constructing roads. However, enlargement of road capacity proves to be difficult because of scarcity of space, environmental issues and public resistance. In a changing society, traditional hedging strategies become insufficient to solve all problems caused by increasing traffic flows. Therefore, a paradigm shift seems to be necessary.

Water management

For a long time similar hedging strategies have been used in water management in order to deal with growing water supply, e.g. dike reinforcements and river canalizing to drain off water as quickly as possible. Water management was mainly focused on taming the natural character of the river system. This approach changed quite suddenly with the occurrence of two river floods. It was acknowledged that the hedging approach was insufficient and more room for water was needed (in a strict and figurative sense). Water was losing its subservient character and becoming a structuring element in spatial planning. This paradigm shift, grounded in the "Room for Rivers" program, includes a focus on quality of space and process, multifunctional use of water, and sustainability.

Concluding

The paper argues that the crisis in Dutch transport infrastructure planning shows similarities with the experiences in water management. Could the separation between highways and sensitive spatial functions be softened? Could the effort put in mitigation of negative (environmental) impacts by highways be reallocated in order to redevelop and improve the quality of the areas around highways? In short, is in analogy with "Room for Rivers" a Space for Mobility approach useful to solve problems in transport infrastructure planning? By comparing both planning fields, opportunities for sustainable planning of infrastructure are discussed.

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[865]

MEASURING NON-MOTORIZED ACCESSIBILITY AND CONNECTIVITY: THE CASE OF A RICH PEDESTRIAN AND BICYCLING NETWORK

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Connectivity and accessibility are key concepts in new-urbanism and neo-traditional planning. Higher accessibility, i.e. the ability to engage in more activities within a shorter range, is associated with less vehicle travel and higher levels of active travel. This paper explores measures of pedestrian and bicycling accessibility and network connectivity using a network that includes bicycle and pedestrian facilities in addition to the street network. The effect of the pedestrian network on non-motorized connectivity and accessibility is frequently ignored. Studies that focus on walkability usually use available street networks such as TIGER GIS data that do not include pedestrian-only facilities. The effect of missing pedestrian connections, where the street network is richer than the pedestrian network, has been examined in some studies, but the case of

suburban environments with rich pedestrian and bicycling (bike/ped) networks has mostly been ignored.

This paper compares three measurements of connectivity and accessibility using street and bike/ped networks. We measure Link to Node Ratio (LNR), pedsheds, and Pedestrian Route Directness (PRD) in nine neighborhoods in the City of Davis, California. The city is characterized as having typical suburban densities with a variety of street network types and an extensive system of off-street bicycle and pedestrian facilities in some parts of the city. We used a bike/ped network that includes all of the minor and primary roads in the city plus pedestrian and bicycle ways to estimate potential travel distances. This network includes 60 miles of off-street facilities and excludes freeways that are not open to bicyclists and pedestrians. We use households as origins and schools and retail centers as destinations to demonstrate the effect of the bike/ped network on connectivity and accessibility in different parts of the city.

The results of this study can be used to improve the measurement of the built environment in studies of active travel and to increase our understanding of the effect of the bike/ped network in the suburban environment.

This paper is not part of my dissertation. My advisor: Prof. Susan Handy, slhandy@ucdavis.edu Telephone: (530) 752-5878.

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[866]

FORECASTING THE EFFECT OF CAR-SHARING: WHAT DO WE KNOW, WHAT DO WE NEED TO KNOW, AND WHAT DO WE ASK?

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Carsharing is a short term car rental service usually used by pre-approved customers. Carsharing organizations existed in Europe for many years before they started to appear in the US during the 1990s. Carsharing advocates argue that these programs should be endorsed and promoted by policy makers as a travel demand management policy (TDM) that reduces the use of private vehicle. Three arguments drive the concept of carsharing as a sustainable mobility option: (1) carsharing is the missing link between public transportation and private vehicles; (2) carsharing is a way to change goods (the vehicle) to services (renting a car), and (3) carsharing is a way to move from fixed costs to variable costs. The suggested positive effects of carsharing are based on the assumption that it will substitute for private ownership of cars, but it is also possible that carsharing will increase the use of cars by increasing accessibility to them.

Forecasting the effectiveness of carsharing as a TDM policy requires studies of the potential market for the scheme and the effect on travel behavior for the users. This paper will examine the existing research that addresses the question of the effect of carsharing, by analyzing the research questions, stated and hidden assumptions, data, and knowledge collected in different studies and by comparing this effort to efforts to forecast the effect of telecommuting.

Previous research suggests that the effect of telecommuting as a TDM policy was overestimated when the policy was first introduced and that overestimation was reduced over time. The research hypothesis underlying this study posits that overestimation is almost inevitable in forecasting new policies that aim to change travel behavior, but that these biases eventually decline over time. The sources of forecast overestimation suggested include lack of comprehensive data and bias created by presenting the partial data available.

By comparing similarities and differences in the efforts to model and forecast the travel behavior effects of telecommuting starting in the 1970s to efforts to model and forecast the travel behavior effect of carsharing starting in the 1990s, I will be able to address various points. I will look for similar biases in the modeling assumptions and their effects on quantitative and qualitative analyses and forecasts. I will also be able to suggest, based on the two case studies of telecommuting and carsharing, a framework that will better explain the overestimation biases in forecasting the effects of new TDM policies and the change in the overestimation over time.

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USING CHOICE EXPERIMENT DESIGN TO ESTIMATE RIDERSHIP EFFECT OF REAL-TIME TRANSIT TRAVELER INFORMATION SYSTEMS

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One of the questions regarding evaluating the effectiveness of real-time transit information systems is whether they would ride transit more given this system. Although several studies have been conducted in mid 90s on travel behavior changes as a result of traveler information systems for cars, studies of this nature in the case of transit traveler information systems are very limited (Turnbull and Pratt, 2003). Recent research by Tang and Thakuriah (2006) has indicated that while real-time bus or train arrival information has the potential to increase transit ridership, this increase will mostly come from current transit users due to additional trip-making.

The main purpose of this paper is to explore under which conditions or combined with which factors real-time traveler information systems would be most fruitful in leading to ridership gains from those choice commuters (commuters who have access to personal vehicles). These factors that contribute to transit ridership gains might include transit service factors, such as transit fare, frequency of transit service etc, and other built environment factors, such as safety

and amenity around the transit station. In our study, we will try to find out what is the optimal bundle of these service factors, when combined with traveler information, will be most attractive and valuable to new users.

A detailed Stated Preference survey questionnaire using choice experiment design in a workshop setting will comprise the data gathering approach. Around a hundred respondents, who will mostly represent different groups of commuters in the Chicago area, will be chosen in this research by purposive sampling technique. Questions will include the demographic characteristics of the respondents, their current commuting pattern, their preferences and valuation for several hypothetical transit service settings which are provided with different bundles of transit service factors. Fractional Factorial Design technique will be employed to set up these hypothetical settings.

Discrete choice models will be developed to analyze the data. The analysis results will help us understand the impact of the provision of real-time transit information on transit ridership from the choice riders regarding their commuting trips, as well as the effects of other transit service factors such as transit fare, transit frequency, transit waiting area amenity and comfort. Further, we can also derive the willing to pay for real-time transit information through the estimated discrete choice model.

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OUTCOME-BASED EVALUATION OF EMPLOYMENT TRANSPORTATION PROGRAMS: ASSESSMENT OF NET USER, NON-USER AND SOCIETAL BENEFITS

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Employment transportation is a broad range of transportation services that intend to address spatial gaps between residential locations of low-income workers and job locations. The Job Access and Reverse Commute (JARC) program of the Federal Transit Administration is one such program. The high-level objective of this program is to fund transportation services to facilitate access to jobs by low-income individuals including welfare clients. However, to date, there has been no attempt to conduct a comprehensive, nationwide cost-effectiveness and cost-benefit analysis of the JARC program. The purpose of this paper is to discuss one such evaluation, using survey-based data (Soot, et al, 2002; Thakuriah, et al 2004) on service rider outcomes relating to travel and employment as the primary input.

While the JARC program is a transportation program, it is intended to augment human capital by giving “program participants”(ie, users of the JARC-funded transportation services) access to economic opportunities that they otherwise would not have. Economic opportunities could include access to employment sites with jobs that match the skill sets of riders, work schedules that better match their lifestyles, better earnings, benefits and work experience as well as an inexpensive and reliable travel option. At the same time, all of these outcomes have important impacts on the economy and society in general through greater work productivity and reduced dependence on other social programs that might otherwise have to augment incomes. In making national level inferences of program benefits, care needs to be taken to acknowledge that there are significant variations in local labor market conditions and the broader economic and social context in which these services operate, all of which can induce substantial site-to-site variations in benefit estimates. Further, employment transportation is not cheap – the planning and operation of these services require significant investment on the part of operators – and the annual cost “per client” (annualized work trips per person) – is comparable to that accrued by other health and human service and workforce development problems.

The starting point in the CBA study is to identify standing: whose benefits and costs matter for the purposes of evaluation (Boardman et al, 2001). It is fruitful to conceptualize three main groups with standing:

1) Users of the JARC services to who benefits and costs accrue as a result of using the services. Six different user sub-groups are identified, depending on the purpose of the trip and employment status. Sub-group 1 users are workers who use the service for their work trip and who were unemployed prior to the service. Sub-group 2 users are representative of workers who are able to change the location of their employment as a result of new job destinations that the transit service enabled them to reach. Sub-group 3 users are workers who either changed their previous mode of travel or departure time or both, in order to access the job location where they were employed prior to starting use of the service. Sub-group 4 users are non-workers who are currently enrolled in school or job-training programs. Subgroup 5 are non-workers who are looking for employment. Subgroup 6 riders are using the service for non-work purposes. The net incremental benefit is estimated for each of these user sub-groups using a variety of data sources.

2) Non-users are the rest of society who are affected by the benefits and costs that accrue to the users. Three different non-user sub-groups are identified. The first non-user subgroup includes the general tax-paying public who bears the cost of subsidizing the JARC program but who also gain due to income tax revenues or sales tax revenues increase due to transit use and transfer payments such as welfare payments are freed up for alternative uses. The second is the regional public which gain as a result of societal costs averted due to trips diverted to transit. Finally, the third is the local labor market, which is impacted as JARC changes the supply of labor in the local labor market triggering a number of employment-related events including deflation of wages, vertical movement of current workers and other local market employment dynamics. These labor market effects are captured by a simulation model of local labor market dynamics (Persky, Felsenstein and Carlson, 2004).

3) Society is the sum of users and non-users. Benefits and costs to society are the algebraic sum of benefits and costs to users and non-users because society is the sum of these two groups. Analyzing benefits from society's perspectives will enable policy-makers to determine if the societal benefits of JARC outweigh the investments allocated to JARC. Because this perspective is the sum of users and non-users, it is probably the most beneficial for policy-making.

Another matter complicates the analysis undertaken here. Many of the labor market outcomes that JARC services could have impacts upon, will presumably take place over a long time period. Whether or not the riders of these services are able to access jobs or training centers that will assist in bringing about stability in employment and earnings and thus, entry into a more productive economic ladder, can only be verified over time. In fact, as in the case of several other social and workforce development programs, the larger gains might accrue over the worklife of the riders since the role of the JARC-funded service is to give a boost to individuals to reach a different economic ladder than what might have otherwise been the case.

Using a dynamic microsimulation model which consists of a series of linked econometric models and Monte Carlo simulations, we attempt to forecast economic gains attributable to JARC that persist over the expected duration of the worklife of riders. The entire longitudinal analysis is restricted to Subgroups 1 through 5, who are JARC service users either using the service for commuting purposes or for trips to destinations such as job training centers that are somehow linked to future employment. Subgroup 6, JARC service users who use the

service for discretionary trips, are excluded from this analysis since we are primarily interested in the role of the services towards enhancing peoples' economic opportunities. We have used the National Longitudinal Survey of Youth (NLSY), which is a panel dataset collected on individual respondents since 1979 and continuing till 2005, in order to estimate wage growth trajectories, costs and other parameters needed in the longitudinal analysis of the JARC sample. There are also numerous uncertainties on the cost side. For example, how does transportation costs incurred by JARC riders change over time? The value of time itself, being dependent on the wage rate, will change over time. Transit fares will change and so will the possibility that the JARC respondent will "drop out of the program", ie stop using the service because, for instance, they purchased a car. We find from the National Longitudinal Survey of Youth 1979 (NLSY79) data that the average duration between the first job of carless, economically disadvantaged NLSY79 respondents and purchase of a car is approximately 5 years.

Various approaches are taken in the dynamic microsimulation model to account for these cost and wage trajectory uncertainties. For instance, in one cost scenario, we assume that all JARC respondents continue to use transit throughout their worklife. In another cost scenario, we use a duration model to assign the probability that JARC respondent will purchase a vehicle by a certain time and from there on, incur costs of auto-based commuting, in contrast to transit-based commuting. This necessitates the development of yet another model to forecast growth in costs of car use. Conclusions and policy recommendations from the CBA will include specific performance monitoring suggestions.

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FREIGHT VILLAGE DEVELOPMENTS IN EUROPE: ADVANCES AND CHALLENGES AHEAD

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Freight Villages (FV) is a well established concept in Europe. The first efforts to establish transportation related business clusters go back to the mid '60s. According to the Europlatformes, the European Association of Freight Villages, "A freight village is a defined area within which all activities relating to transport, logistics and the distribution of goods, both for national and international transit, are carried out by various operators. These operators can either be owners or tenants of buildings and facilities (warehouses, break-bulk centres, storage areas, offices, car parks, etc...) which have been built

there. Also, in order to comply with free competition rules, a freight village must allow access to all companies involved in the activities set out above". The paper reviews developments so far in establishing and operating Freight Villages in Europe. Moreover, the different approaches in forming Public Private Partnerships to develop and operate Freight Villages are examined and evaluated. The role of Freight Villages in promoting intermodality, in providing synergies between companies located in them and in contributing to the efforts in mitigating adverse effects of urban freight distribution are presented, analyzed and discussed. Finally, challenges concerning the future role of Freight Villages in the logistics industry framework in Europe are discussed.

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THE PARKING DILEMMA IN CHINA: THE CASE OF JINAN, SHANDONG PROVINCE

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Many Chinese cities are motorizing at pace of 100,000s vehicles annually. At the same time, many of these same cities have policies that focus on transit as a preferred mode for future urban travel. Few of these cities are providing the automobile infrastructure (highways, streets, parking) to match the growth in vehicle ownership. In this paper, I examine the land use impacts of providing parking for anticipated growth in the case of Jinan a second tier city of 4 million (6 million in 2020). Jinan currently is adding 300 cars per day, which will total 100,000 cars this year. This is an increase of 50% of its current personal car population of 200,000. New housing developments are supporting/encouraging this by one parking space per household; in older housing developments, cars are being accommodated by paving over green space. New commercial areas are beginning to adopt US style parking requirements. In older areas, problematic behaviors, are increasingly observed, including double parking, parking on sidewalks, and excessive cruising for parking. Little attention has been paid to the economic, social, and environmental costs of this situation. In this paper, I document the costs and consequences of alternate parking policies in Jinan.

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[871]

URBAN REGENERATION EFFECTS OF THE DEVELOPMENT OF THESSALONIKI'S NEW METRO SYSTEM

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The decision to develop a single-line metro system in Thessaloniki was reached in 2003; construction began in 2006 with operation

expected as from 2012. The 9.5km, 13-station system will be serving a dense urban area of just over one million people, Greece's second largest city. Its impact, beyond city mobility in its strict definition, is bound to be crucial affecting the city's general social and economic development. Not least, regarding urban regeneration along the line's corridor and around its stations where a set of projects are being discussed, promoted and initiated. This paper attempts to assess such future urban regeneration effects, distinguishing between direct impacts and indirect, more policy or public and private investment-dependent, collateral effects across space (different parts of the line) and time (planning, construction and operation phases of the project). Actual and potential land use and land value changes are examined, magnitudes and types of public and private real estate investment evaluated, in combination with a variety of qualitative data, so as to arrive to as accurate a picture as possible of the urban regeneration future afforded to the corridor of the line and the city more generally. The methodology adopted draws considerably on the European Research Framework V 'TranSEcon' project, which pursued an ex post evaluation of the social and economic impacts of new urban transport networks in 13 European cities. The challenge of our own research being that of adapting the methodology to an ex ante situation and examining in depth a single case-study city rather than engaging in comparative analysis.

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COMMUTING IMPACTS OF WORKPLACE RELOCATION: A CASE STUDY FROM LISBON

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Based on sustainable mobility objectives, a polycentric urban structure is being proposed for centralized cities, in order to co-locate jobs and housing in new centres with good public transport accessibility. From previous research, it is known that the suburbanisation of jobs leads to an increase in car commuting, but smaller impacts on average commuting distance and a slight decrease in average commuting time, due to the bad public transport accessibility of these places and wide available car parking. However, are the impacts different when the suburban workplaces are located in mixed-use, accessible places, as assumed in the sustainable urban form debate? And, as stated in the rational locator hypothesis,

are the workers of these places intending to move their residences to these places in order to reduce their commuting and eventually start using environmental friendly transport modes?

This paper explores these two questions, through the analysis of the commuting patterns of employees that relocated their workplace to Park of the Nations, a new mixed-use peripheral centre of Lisbon Metropolitan Area. A quasi-longitudinal approach was used, and a sample of 427 employees from 39 randomly selected companies was collected through the application of a self-administered questionnaire with questions about the previous and actual commuting, and future housing plans. The results show that workplace relocation has slightly increased average commuting distance, had a residual impact on average commuting time and has increased car share, although the vast majority of employees kept using the same transportation mode. The combined analysis of commuting impacts clearly point to the importance of commuting time over commuting distance, causing changes in transport mode. In addition, the residential relocation plans of the workers reveal a non-linear relationship with actual commuting distance, by which are the medium-distance commuters the ones with the highest intention to move, and to a "close, but not too close" location, supporting the commuting tolerance hypothesis. Therefore, the results challenge the sustainable urban form assumption of distance reduction as a major trigger for a sustainable mobility pattern, and raise the hypothesis of 'acceptable travel time' in its place.

This paper is drawn from an almost completed PhD dissertation in Architecture, Planning and Landscape, University of Newcastle upon Tyne, UK.

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CONCEIVING INFRASTRUCTURE AS A MODE OF URBAN DESIGN

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The project focuses on the infrastructure project and its attendant regional urbanization processes. The research should lead to a complex yet balanced understanding of infrastructure as a concept of urbanism and urbanization in Belgium since early 19th century.

In common research and design practice, infrastructure and urbanism belong to different disciplinary domains. While the first one is claimed by the engineer, occupied by criteria such as optimal technical performance, safety or feasibility, the discipline of

urbanism is usually situated on the transition between architecture, social and policy science. Both are the subject and object of different journals, departments and designers. Also their historiography shows little common ground. While the first one concentrates on the growth of the network and its benchmarks or analyzes the technological evolution, the history of urbanism chooses systematically the perspective of the European central city.

Today this strong disintegration is getting largely out of date. But also in history, the urbanization processes of several economic and spatial coherent regions can not be understood without renouncing this dichotomy. In the 1840's for example, the Belgian water transport network hybridizes regionally into a complex network of canals, irrigation channels and roads, and is imposed on the Campine in an attempt to develop and valorise the desolate region. Those infrastructures are combined by the government and the private industries with a housing policy, consisting of farms, schools, churches and community centres.

A second example of such a close relationship between the development of the infrastructure project and its attendant urbanisation patterns can be read in the Belgian coast scape. By successively interconnecting the existing coastal villages by series of different parallel transport systems, the ubiquitous accessibility transforms the shore line into a real estate eldorado. Not only does the network, together with the increasing touristic culture, catalyze the expansion of the existing cities, at the turn of the century the trace and the tram stops are part of the negotiations between the railway companies and the big landed owners, and give rise to new residential and touristic developments.

By focussing on landscapes as these, where the infrastructural development and urbanization processes are closely interwoven into one coherent economic and spatial regional, this research aims to trace to which extent infrastructural projects are part of a conscious urbanisation policy. Secondly, the transformation of the transport networks during the implementation from their initial conceptual scheme to a hybrid constellation is argued. In a third section, the masterplan of the network is explored as a spatial reconciling figure, a synthesis between different landscapes, other networks and technical criteria. Finally, a morphological feedback outlines to which extent the project induces new spatial conditions.

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SOLVING CONFLICTING GOALS BETWEEN TRANSPORT, RISKS AND URBAN PLANNING: INTEGRATING COST-EFFECTIVENESS IN THE INSTITUTIONAL FRAMEWORK

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A shortage of land across the Netherlands has led to the development of design and construction techniques that enables intensive use of the limited space. In the last decade, the space available adjacent to and above the transport infrastructure - particularly railway tracks - has been used at a growing rate in city centers. However, due to an institutional conflict between transport institutions on the one hand and safety rules and regulations on the other, urban planning in Dutch cities becomes increasingly difficult (Raad voor de Verkeer en Waterstaat & de Vromraad, 2003). There are many areas where local authorities cannot develop their territory due to strict safety

regulations. At the same time, the risks surrounding transport of hazardous materials seem to be increasing as the transport is growing rapidly (Prorail, 2007). This leads to large conflicts between goals of local authorities on the one hand and transport organizations and the policy goals of the Dutch Ministry of Transport on the other. Up to now, there have been a number of attempts to control risks. Nevertheless, none of these attempts seem to be able to solve the conflicts neither between the authorities themselves nor between the different institutions (Van der Vlies & Suddle, 2008). Prior research led to a number of downsides to the present institutional framework that need revision for conflicts to be solved. One of the things missing is a cost-effectiveness assessment (Van der Vlies, forthcoming).

Other (international) authors have made attempts to model the cost-effectiveness of safety measures (Bowles, 2003; HSE, 2007), but these models are not meant for the rail transport of hazardous materials in the Dutch situation. This paper forms the first step towards a possible solution for these problems. As the present institutional framework lacks a cost-effectiveness assessment, this paper aims to create a model that calculates the cost-effectiveness of measures that aim to lower risks.

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[875]

UNPACKING PREFERENCE: A BAYESIAN/SOCIAL LEARNING APPROACH TO AUTO OWNERSHIP DECISIONS

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As environmental concerns mount alongside increasing auto dependence, research attention has been devoted to understanding how people make decisions regarding the number of automobiles their households should own. By and large, results of this research show that aggregate vehicle miles traveled is mediated by auto ownership. And that auto ownership is a function of income and density. Some have argued that the density effect is overstated and that it is simply the fact that poorer people tend to live in high density

environments. Thus income remains as the principal explanatory factor.

In the current research we show that preference trumps income. Using the 2000 U.S. Census Public Use Micro Sample we demonstrate the importance of preference formation by studying different levels of auto ownership among recent movers. New residents of the nation's most transit-oriented cities(*) who have moved from metropolitan areas own fewer personal vehicles than their counterparts who have moved from non-metropolitan areas. This is true regardless of income, education or household size. Using a Bayesian learning approach in the analysis, we demonstrate these results are due to learned preferences for levels of car ownership.

We operationalize the Bayesian approach with a discrete choice model, and show that households moving from non-metro areas are more likely to own two or more personal vehicles; movers from metro-areas—with one important exception—are most likely to own one vehicle; and, the exception, movers from New York City have the highest probability of maintaining a carless household even when they move to Boston, Chicago or one of the other cities we study.

Our results lead us to the conclusion that while automobiles have traditionally been considered normal goods, carlessness may well be a learned preference. This will be true only as long as "car-optional" environments continue to exist. Otherwise there will be no opportunity to learn this preference. To the extent that our auto-infrastructure is nearing capacity and expensive to maintain (much less expand) and to the extent that emissions and other externalities associated with automobile use can be mitigated by reducing auto dependence, it is incumbent on planners and public policy makers to protect and promote non-auto oriented habitats. This research shows that to do so is not "forcing" a non-preferred environment on our citizens rather it is providing an opportunity for some subset of the population to live in environments they prefer. In doing so, they potentially help themselves and everyone to cleaner air and fewer carbon emissions per capita.

(*)We study the metropolitan areas of Boston, Chicago, Philadelphia, San Francisco and Washington, D.C. While we include movers from New York City we feel that New York City is too anomalous to include without corrupting our findings.

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ROUNDTABLE - DESIGNING NEW PLANNING MEASURES OF TRANSPORTATION SYSTEM PERFORMANCE

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One of the most challenging aspects of transportation planning research in North America and Europe is developing pertinent, accurate, reliable, verifiable, reproducible, and generally understandable measures to describe, analyze, and evaluate initiatives proposed, designed and implemented to improve transportation system, sub-system, and component performance.

Cases in point of transportation planning strategies include transportation demand management, transportation supply management, sustainable transport best practices, inter-modal integration, walkability, teleworking, connectivity hierarchies, and mobility-based land use planning and zoning. All of these ideas and approaches have conceptual appeal as means to improve transportation system, sub-system, or component performance in

However, and despite the fact that these and numerous other ideas and approaches for achieving improved transportation planning have been known for decades in both North America and Europe, a major problem remains. That is, only limited progress has been made in achieving robust measures of their effectiveness, efficiency, equity, economy, or impacts for planning purposes, and especially in the emerging realms of ecosystem-based planning and planning for sustainable development.

This session provides a venue for presentations on designing, proposing, prescribing, or demonstrating new or different and more robust ways of measuring how, and how well transportation systems, sub-systems or components are performing. Of particular interest are discussions of how planning theories and principles affect the design of the measures, and discussions of experiences in introducing, championing, implementing, and evaluating the new measures of transportation system performance.

To promote the broad exchange of information between North American and European planners on this important transportation planning research topic, the roundtable discussion is open to new measures of transportation system performance for any mode involving people, data, or freight, that is, walk, cycle, transit, private motor vehicle, teleworking, rail, water, air, and pipeline in rural, urban and regional planning contexts..

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PROMOTING SUSTAINABILITY THROUGH TRANSPORTATION INFRASTRUCTURE: IS THERE A DISCONNECT BETWEEN POLICY AND DESIGN?

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Transportation planners and engineers have a critical role to play in the advancement of sustainable communities. The problems associated with auto-dependent lifestyles are well-documented, and include air and water pollution, climate change, and obesity. As a result, many communities have begun to investigate ways to promote different types of transportation infrastructure in order to pursue a more sustainable future. These efforts, however, may lead to conflicting objectives, particularly between public health and water quality.

This research addresses the potential difficulties of promoting pedestrian and bicycle-friendly infrastructure while at the same time addressing the water quality (and quantity) concerns that arise with increases in impervious surface coverage. While integrated policies and designs that achieve multiple objectives are possible, discussion of this sort of integration has been limited. Using the Kansas City metropolitan area as a pilot study, we investigate the extent to which these kinds of policy objectives are in fact being integrated in practice. Such an analysis will provide a helpful foundation from which planners and engineers can pursue holistically sustainable solutions.

We seek to answer two primary questions: 1) To what extent are communities integrating concerns for public health and water quality in their plans and policies for transportation infrastructure; and 2) What explains the adoption of certain techniques and policies over others? We speculate that while many communities are pursuing sustainability objectives, full integration of public health and water quality concerns is rare.

This project, funded by the KU Transportation Research Institute, has been underway since August 2007. We have completed an extensive literature review in innovation diffusion, our theoretical framework, as well as water quality and public health connections to transportation infrastructure planning. This spring we will conduct 20-30 interviews with planners and engineers of cities in the Kansas City metropolitan area. These interviews will allow us to gather information concerning what, if any, measures these communities are taking to address the public health and environmental concerns associated with their current transportation infrastructure. We will also seek information concerning the policy and decision-making processes in which these communities engage prior to undertaking innovative transportation activities.

The research proposed here is important in that it seeks to address a critical gap in policies and practices related to sustainable transportation. Our study, while preliminary, will provide a foundation for further research in this area.

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[878]

TESTING TRANSACTION COST THEORY ON PUBLIC GOODS

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Governments, including departments of planning, regularly decide how to allocate scarce public resources toward investments in infrastructure. The governance of infrastructure, however, is not an entirely public realm of decision-making, as private interests are increasingly engaged in the delivery of capital projects. Fundamentally, the role of the public and private sector in infrastructure is a function of the form of contract adopted in implementation. Transaction cost economics provides one means for selecting efficient forms of contract, yet this impressive body of theory has been almost entirely tested through the study of exchange between private entities. As competing theorists have argued, the public sector embraces values apart from economics, and public goods embody complications for parties internal and external to the transaction. My research empirically tests transaction cost theory on public contracts for highway delivery, across three US states, comparing actual production and transaction cost outcomes of alternative institutional arrangements. Results demonstrate the relevance of transaction cost reasoning to planning practice, yet recognize the need to expand methodology to incorporate externalities. In particular, findings point to the need for comparative ex post cost and benefit analysis of alternative contracts for public goods.

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THE LAND BENEATH YOUR WHEELS: A COMPREHENSIVE APPROACH TO VALUING TRANSPORTATION INFRASTRUCTURE LANDS IN CANADIAN CITIES

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In our efforts to contend with urban transportation challenges, one of the key issues relates to appropriate pricing policies. The incorporation of externalities into pricing signals is viewed as a critical component of our policies and plans to achieve more sustainable transport outcomes. Key questions concern how we establish that full cost. In this paper, we tackle one of these cost questions, specifically, how do you establish the opportunity costs associated with urban lands devoted to transportation infrastructure? The methodology uses an "across the fence" valuation – the lands adjacent to the infrastructure are argued to reflect the estimated value of the lands devoted to the infrastructure. A GIS (Geographic Information Systems) framework is employed to manage the comprehensive data, and facilitate the estimation which is built on principles including the distance-decay effects of land value related to distance from city centres. The main sources of land value

information employed included Census of Canada information, the national MLS and ICX property listings, and other commercial vendor data sources. Land use data in Canada's major cities was used to calculate the proportions of residential, commercial and industrial land in each Census Tract which is essential for quantifying an aggregate opportunity cost value. Estimates of the opportunity costs (\$ per sq.metre) associated with transport (all modes) infrastructure lands are calculated for all of Canada's major cities and are one component of a larger federal government initiative which is described in the paper. Although there is still a degree of variability and uncertainty in our estimates, the analysis methods we've identified provide values which appear to be consistent with urban economic theory and accurately reflect real world conditions. This research can help improve urban transportation policy and planning by giving decision-makers more detailed and comprehensive information on the effects of transportation policy options, including impacts that are often overlooked or undervalued because they are more difficult to quantify.

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[880]

ROLE OF TRANSPORTATION IN EMPLOYMENT OUTCOMES OF THE DISADVANTAGED

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Affordable and efficient transportation is crucial for the employment of low-income individuals, as they have fewer resources to spend on mobility. To help improve employment outcomes of the disadvantaged, policy makers have emphasized the significance of transportation and suggested expanding public transit services or providing automobiles at lower cost. Numerous researchers studied the impact of transportation on labor market outcomes of the deprived. One key element has emerged in the research - whether or not disadvantaged individuals have adequate "accessibility" to reach job opportunities (e.g., Sanchez, 1999; Thompson, 2001; Sanchez, 2002; Cervero et al., 2002; Sanchez et al., 2004; Yi, 2006).

In the literature, we find a fundamental assumption such that accessibility and employment are directly connected to each other. For instance, it is taken for granted that low-income individuals who live close to transit systems or who can reach jobs relatively easily by transit are in better positions to enhance their employment outcomes. The reasoning is that sufficient accessibility to jobs by transit makes it easier for individuals to search jobs or commute by public transit, thereby improving their employment outcomes. However, despite this seemingly logical assumption, accessibility alone does not automatically guarantee that low-income individuals will choose to take public transit for work-related travels. Even with good access to

transit systems, the individuals may not use transit, since public transit service is typically insufficient to reach job opportunities, as it is largely limited to the central cities within metropolitan areas.

Similar logic applies to the automobiles in low-income households. Even if a car is available in a poor household, it is likely that there are more individuals in labor force than the number of private vehicles; then, not all the household members may be able to fully utilize seemingly viable access to cars that could provide adequate access to jobs. That is, without knowing individuals' actual travel mode choice decisions, the assumption that accessibility is directly related to employment may not reflect realities.

This line of reasoning suggests two interesting questions. The first question is: What are the factors determining travel mode choices of low-income individuals? After systematically considering travel mode choices, the second question becomes: Does accessibility to jobs still have a direct and independent impact on improving employment outcomes of the poor?

This study utilize household travel survey data collected in the San Francisco and Atlanta regions, addresses the above questions by employing two modeling approaches. First, we conduct a simple multinomial logit (MNL) model to the estimate employment outcomes of the poor as a function of local/regional accessibility and travel mode choices. Second, we propose a two-stage MNL model that estimates the travel mode choices of the poor at the first-stage, and then examines their employment outcomes as a function of job accessibility and predicted travel mode choices. The two modeling approaches are expected to complement each other, potentially strengthening the overall validity of the main findings. The analysis results will be presented at the conference.

The objective of the study is to shed new light on the current understanding of the relationship between accessibility and employment of the disadvantaged. Few research studies have systematically integrated travel mode choices of the impoverished in investigating a connection between accessibility and employment. Little consideration has been given to the idea that a high level of job accessibility provided by a transportation means does not necessarily warrant the choice of that particular travel mode. Thus, what is missing in the literature is how accessibility affects travel mode choices for poor individuals, and how travel mode decisions subsequently influence employment. The study will address this gap in the literature.

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ADOPTING SMART TECHNOLOGIES: CONDITIONS INFLUENCING THE ADOPTION OF SMART CARD TECHNOLOGY AMONG U.S. TRANSIT AGENCIES

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In recent years, an increasing number of US transit operators have been considering and implementing smart card technology as the next generation of media for fare collection. Smart cards have the potential to improve many aspects in transit service operations and planning – including new options for flexible fares, fare accountability, convenience and speed in fare payment, and ridership and travel data collection. In addition, when smart cards are adopted on the same platform across multiple transit operators, these “interoperable” smart card systems can provide seamless travel by allowing transit riders to use the same fare card across operators. However, despite these advantages to smart card systems, transit agencies in the US vary in their goals and objectives, operating environment and characteristics, financial conditions, and clients served, and have different levels of need, interest, and feasibility in implementing smart card technology and interoperability – perhaps explaining the uneven stages of adoption among transit agencies.

We specifically ask, what are conditions associated with smart card adoption in transit agencies, and which characteristics hold the most explanatory power? Given that some agencies have moved quickly to adopt smart cards while others have just begun considering the technology, do early adopters differ from later adopters? Do early and late adopters differ in their perceptions of costs and benefits? What conditions may facilitate collaborative practices in forming interoperable systems?

This study builds upon previous studies conducted by two of the authors, but uses more extensive statistical analysis to examine the relative importance of factors related to smart card adoption; we use data from on-line survey of transit agencies operating at least one fixed-route transit service and receiving federal transit subsidies, and operating and financial data available from the National Transit Database. The survey, conducted in fall 2005, contains information such as: 1) the status of adoption among transit agencies, and levels of participation in multi-operator collaborations, 2) perceptions of costs, benefits, and risks; 3) availability of funding for implementation, 4) partnership programs with transit and non-transit organizations, and 5) presence of strong program initiators, promoters, and leaders.

We will discuss findings from our analysis in the context of information collected through interviews with 30 officials from 25 transit agencies in the nation. The analysis provides valuable information on both favorable and unfavorable conditions for the adoption of smart card technology, challenges to forming interagency collaborations, and strategies used to facilitate the formation of interoperable systems.

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DYNAMIC TRANSIT NETWORK MODELS INCORPORATING REAL-TIME TRANSIT INFORMATION

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More and more transit agencies are striving to provide passengers with real-time transit information, e.g. estimated bus/train arrival time, as a strategy to improve transit services. With real-time information, travelers' may adjust their pre-trip and/or en-route behaviors accordingly, such as change of mode, departure time, and path. These behavioral adjustments, no matter how small individually, can have significant influence on transit network in the aggregate. While much attention has been paid to traffic network modeling with or without advanced traveler information, there exist many fewer studies in the context of transit network.

The purpose of this paper is to build a dynamic transit network model that explicitly incorporates effects of real-time transit information, in other words, to model the network impacts of the real-time passenger information system. First, we will propose a generic conceptual framework for modeling dynamic transit network under the influence of real-time transit information. This innovative framework will have an explicit treatment for 1) passengers' pre-trip and en-route decision making in the context of real-time information provision, including mode choice, departure time choice and path choice, 2) within-day and day-to-day variation of service supply and user learning process on network attributes, and 3) possible congestion effects due to insufficient capacity of system. Second, using agent-based approach, we will develop an operational transit network model to realize proposed conceptual framework. The agent-based structure, flexibility, and computational advantages have made them powerful tools in modeling complex systems such as transit network. The agent architecture will be presented in detail in this paper.

Finally, to demonstrate the feasibility of the operational framework, we will apply the agent-based model to the case of University of Maryland Shuttle-UM network. UMD has deployed the ShuttleTrac system, which provides real-time shuttle arrival information to the public via various media including wayside touch-screens, handhelds,

Internet and phone calls. We have conducted a pair of on-board surveys for both pre- and post-deployment periods. Data that are used for the case study include run-based Shuttle-UM ridership tallies and shuttle on-board survey data. Based on the results obtained from the behavioral surveys, the agent behavior parameters will be identified and their values determined. These parameters include those for passenger waiting-time distribution and headway distribution as well as coefficients in generalized cost functions.

This abstract is drawn from an almost completed dissertation by Feng Zhang. Prof. Qing Shen is the advisor of Feng Zhang. He can be reached at qshen@umd.edu. phone number: 301-405-6797

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FUTURE TRAVEL DEMAND AND ITS IMPLICATIONS FOR TRANSPORTATION INFRASTRUCTURE INVESTMENTS IN THE TEXAS TRIANGLE

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The Texas Triangle, as one of the ten emerging megaregions recently identified in the continental U.S., is expected to grow by an additional 10 million people over the next 40 plus years. Travel demand in the region will undoubtedly grow as well. Yet how much will the demand growth be and how will the Texas travelers move? How should the region be prepared to accommodate the expected growth in travel? Understanding the nature of future travel demand in the Triangle is critical to decision-making on transportation infrastructure investments in the Texas megaregion. Currently, the Metropolitan Planning Organizations provide detailed pictures of travel demand for their individual areas. However, forces of growth from the interactions among metropolitan areas in the Triangle and between the metro areas and their hinterlands are not often accounted for. Travel demand in the megaregion therefore cannot be well understood by the simple summation of the numbers from individual metropolitan areas.

This paper thus starts from a megaregion approach, studying the Triangle as an integrated region. It will calibrate an aggregate model to estimate regional mobility demand in terms of total amount of travel and shares of different travel modes (Schafer and Victor 2000). The model was developed based on three behavioral characteristics of human travel. First, as income grows, demand for more and faster mobility increases. Second, on average, individuals allocate 1-1.5 hours per capita per day for travel. Third, people allocate 10-15% of per capita personal income for transportation related expenses.

Future population and income in the Triangle region are fundamental elements in the model to project travel demand. The Texas State Data Center provides historical data on county population and projects population growth in Texas counties up to 2040. The study will

extrapolate county population in the Triangle area for the year of 2050, as well as project county GDP growth by 2050 utilizing time-series regression method. Based on the projected population and income, future travel demand in terms of total person-miles of travel (PMT) will be projected. The PMT splits among major travel modes will also be estimated. Three growth scenarios will be presented, representing a range of low, medium, and high travel demand in the Triangle by 2050.

The results of this study will provide valuable references to the decision-makers on potential transportation investment needs in Texas. Lessons learned from studying the Triangle region will also help build the knowledge base for the ongoing effort to develop US national spatial development strategies.

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HAZARDS, INFRASTRUCTURE INCIDENTS AND SOCIAL EQUITY IN URBAN AREAS

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Public services as we know them indirectly shape urban spaces and experiences. The performance, capacity and vulnerability of these services in the face of hazards are critical to determining the quality of these experiences. Incidents involving disruptions of infrastructure by accidents or natural hazards differentially affect populations. This was dramatically apparent during the Gulf Coast hurricanes of 2005. Moreover these services are undergoing a radical transformation to be more environmentally and socially sustainable in energy, transportation and water, for example, emphasizing renewable resources over traditional ones. These advances also affect populations differentially. This paper addresses social justice issues associated with the disruption of public services. The central theme is that some urban populations (such as the elderly and poor) are more vulnerable to natural hazards because of the type of service disruptions created by those hazards. It is argued that in fact the service disruptions magnify the impacts of natural hazards. Infrastructure disruptions, natural hazards and the residential location of vulnerable populations such as the elderly and poor are compared spatially at county and state levels using methods such as GIS and statistical analyses. Infrastructure areas covered focus on energy and transportation infrastructure disruptions. Understanding the effect of

service disruption on vulnerable populations is critical to the planning of these services, including the use of more sustainable resources and technologies. Key data sources include databases maintained by the US Department of Transportation Office of Pipeline Safety and the NERC Disturbance Analysis Working Group.

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WHAT DRIVES PARENTS? A CONTEXT SENSITIVE INQUIRY INTO PARENTS' MODE PREFERENCES ON THE JOURNEY TO SCHOOL.

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The past several decades have witnessed a marked decrease in the proportion of U.S. students using active travel for the commute to school (McDonald 2007). This trend contributes to a number of problems, including increasing rates of obesity and related diseases among children as well as high traffic volumes and related environmental health concerns around schools (Black et al. 2001). Policy makers have paid considerable attention to these issues and have dedicated substantial public funding to encourage walking and biking to school as a way to increase physical activity levels, and to decrease school zone traffic.

Active travel policies receive guidance from a growing body of travel behavior research that applies factor analysis to explain and to generalize parents' travel mode decisions for their children's school trips. Travel behavior research identifies factors such as travel distance, traffic danger, stranger danger, and other conditions external to decision-makers (McMillan 2007) as well as psychological factors associated with auto-dependence (Reser 1980). Although the factor analysis approach is able to roughly predict travel behavior, it falls short of characterizing target groups of parents by their actual perceptions of commuter issues, values, preferences and

local contexts. As a result, active travel interventions often take a blanket approach with minimal variation to address diverse target audiences.

This article presents findings from a context sensitive inquiry into parents' decision-making regarding the commute to and from elementary school. It extends previous research that enumerates salient factors associated with travel mode decisions for those trips by exploring the relationship between community contexts and travel preferences. Data include semi-structured interviews as well as Q-sort exercises in which parents compared and rated a selection of statements concerning the commute to school. Data collection took place at twelve Denver elementary schools, selected for their participation in Safe Routes to School programs during the 2007-2008 school year and for variety in their demographic compositions.

Data from this project point to the significance of local contextual factors in parents' decision-making about the commute to elementary school. Results from the study show significant clustering of behavioral types within and between 12 Denver elementary schools based on perceptions of local community settings, values and goals associated with travel mode decisions, and cultural/lifestyle characteristics of respondents. The resulting typology suggests that policy aiming to increase active travel would benefit from an initial context-sensitive assessment phase in order to tailor interventions to specific markets.

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[999]

POSTER: BRIDGING THE IMPLEMENTATION GAP: CAN EARLY MARKET INVOLVEMENT PROVIDE FOR SUSTAINABLE INFRASTRUCTURE?

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Introduction

The planning of infrastructure becomes increasingly complex (Banister, 2002). In the Dutch case, this is noticeable by land scarcity (competing claims), a changing role of the national government (decentralization, an increased influence of the EU (environmental regulations) and a need for participation of public and other parties (network society).

The traditional Dutch approach to infrastructure planning can be characterized as hierarchical, linear and government-dominated. It cannot cope well with increased complexity, resulting in cost and time overruns, and decreasing quality of infrastructure projects (Flyvbjerg et al., 2003). These shortcomings can be ascribed to an implementation gap (Dunsire, 1978) between plan-makers and practitioners, causing a strong focus on decision-making without pro-active attention to implementation and ex post reflection.

Market involvement

Adaptive, sustainable approaches to bridging the implementation gap are needed, together with a development from applying 'hedging' towards allowing for 'flexing' (Collingridge, 1983). This could be provided by involving market parties efficiently and earlier in the planning process. Currently, experiments with market involvement in infrastructure planning are undertaken (e.g. public-private partnerships and innovative contracting). This paper investigates two conditions for successful market involvement: spatial integration and integration of planning stages.

Spatial integration

'Horizontal integration', including spatial development in infrastructure projects, can stimulate market involvement. Spatial (re)development can provide profitable elements to compensate for the costs of infrastructure. This can also enhance public support and (spatial) quality because spatial functions are better coordinated. In practice, the degree to which spatial development and infrastructure planning are integrated can be varied. Since far-reaching spatial integration could result in uncertainty and increased complexity, a balanced integration of infrastructure and spatial planning is necessary: balancing hedging and flexing; mixing and separating functions; room for flexibility and desire for manageability

Integration of planning stages

Not all market parties are interested to join the infrastructure planning process at an early stage. Because of the risks involved, the investments in the plan-making phase cannot always be justified by the small chance of being awarded the project. A broader spatial scope of projects might enhance business opportunities for market parties and innovation. However, it might also add complexity and therefore uncertainty. Nevertheless, such 'vertical integration', avoiding a staged planning process by chain integration (early involvement of market parties), might stimulate innovation in infrastructure planning because market parties compete to gain (dbfm-) contracts. Governments can use such innovative operational knowledge for reflection-in-action (Schön, 1983) to bridge the implementation gap and deliver more sustainable infrastructure.

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TRACK 15: URBAN DESIGN AND PHYSICAL PLANNING

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ASSESSMENT OF THE DESIGN CONTENT IN URBAN DESIGN PLANS IN US CITIES

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The design content of urban design plans is the coverage of the strategic vision, core design issues, and detailed and subject-specific design issues (Carmona, Punter, and Chapman 2002, p.29). Its significance stems from its role as an overarching element that bridges across all the constituent urban elements and issues by creating a vision that articulates the shape of the urban environment (CABE 2005, p.6). In current practice in US cities, however, there was a discrepancy between what the urban design should be and what it is. Few plans portrayed an explicit spatial strategy and very few exhibited spatial design strategies relating major development projects, patterns of infrastructure investment, and changes to the desired urban structure within a coherent framework. More importantly, the plans that are developed lack adequate coverage of essential design aspects that would normally be considered as central to the plans' role in design control (Gosling and Gosling 2003, p.8, p.16, p.173; Lang 1994, p.442; Southworth 1989, pp.374-375). These findings suggest investigating the aspects comprising the design content of urban design plans, to what extent they were addressed in these plans, and why they may not have been addressed comprehensively. Case studies of recent urban design plans in US cities may help investigate this problem.

This research uses the qualitative content analysis technique in multiple case studies to extract, document, quantify and assess the content of a sample of urban design plans. The first is Milwaukee Downtown Plan (1999) and the second is Park East Redevelopment Plan, Milwaukee (2004). The research objective is to assess the pattern and extent with which the selected plans have addressed the essential design aspects.

A literature review focused on reviewing secondary sources is used to construct and adopt theoretical propositions of the design content against which the empirical data can be compared and contrasted. Data was obtained from three sources. Two primary sources are the plans' documents and interviews with key designers and planners who participated in their development. Secondary sources are published articles that discussed the plans. The qualitative content analysis was used to analyze the plans' documents. This technique relied on the axial coding approach in clustering and reconfiguring categories identified or developed by others. The collected data have been categorized and analyzed to establish a cohesive framework of the main design aspects that may constitute design content of each plan.

The research contains four main sections. Section one involves a description of the components of the assessment tool used to assess the design content of the selected plans. In this section, the method of assessment used to insure reliability and validity is explained and justified. In section two, the design content of urban design plans is discussed, defined and analyzed into its main constituents. Further,

the plans' components and qualities that affect the design content are explained, and a criticism of inadequacies of design content in current urban design practice in US cities is presented. Section three involves analyzing each plan along two dimensions: the extent with which each plan addressed the basic design aspects and the pattern with which each plan emphasized any particular design aspect(s). In section four, the analysis results are compared and contrasted with the theoretical propositions to derive conclusions.

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POLITICS OF HISTORIC PRESERVATION: PROBLEMS AND PROSPECTS IN A PROGRESSIVE MIDWESTERN TOWN

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Early preservation efforts in the US were promoted by non-profit organization that sought to save landmark buildings associated with prominent national leaders such as George Washington and Thomas Jefferson. Then in the early 20th century cities such as Charleston (in South Carolina) and New Orleans established historic preservation districts. However, historic preservation policy become more commonplace in US cities only when federal legislation, such as the 1966 Historic Preservation Act, the 1976 Tax Reform Act and the 1981 Economic Recovery Tax Act that encouraged historic preservation, were enacted.

Notwithstanding the proliferation of historic preservation efforts across the US, regime theorists contend that preservationists are still locked out of local governing coalitions and that "developers oppose any restrictions that would interfere with development and limit investor prerogative . . . an opposition further dictated by the perception that preservation will further limit development and diminish the economic gains from existing growth strategy" (Reichl 1997, p. 528-529). Stone's (1976 & 1989) accounts of Atlanta's urban renewal program support these contentions. Other scholars disagree. They contend that the federal legislation of the last three-four decades have focused the attention of local governments and business interests on historic preservation and catalyzed the growth of new local coalitions supporting preservation-based redevelopment. Recently Newman (2001), revisiting Atlanta's historic preservation struggles, disagrees with Stone's earlier characterizations pointing to the number of individual buildings and districts recognized as worthy of preservation. By doing so, Newman questions whether regime theory can provide a plausible explanation about the processes involved and outcomes of historic preservation struggles.

By and large though, studies exploring the politics of local level historic preservation in the US are few and restricted to a handful of large cities such as Atlanta, New York, New Orleans and Chicago. The study reported in this paper explores the politics of preservation in a small town in the American heartland—Iowa City, Iowa. Iowa City adopted its first Master Plan in 1939, a Plan for a Walkable City

in 1969, adopted urban service area limits in 1983 and a Historic Preservation Plan in 1992. By most measures, Iowa City is an extremely progressive city, one where preservationists can be reasonably expected to win historic preservation battles more often than lose.

This paper describes the administrative framework for historic preservation, and the socio-economic and political factors in small town America that influence preservation struggles. It also documents in detail one preservation battle—the designation of Gilbert Linn Street as a historic district, and tries to explain why preservationists lost the battle. The methodology used is a detailed ethnographic approach for analyzing the process and outcome.

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FLÂNERIE BETWEEN NET AND PLACE: POSSIBILITIES FOR PARTICIPATION IN PLANNING

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This paper is the result of the collaboration between planning and computer science research towards a) understanding the production of spaces that stimulate physical social interaction for better quality of city life, and b) increasing connectivity and empowering communities for the creation of their own self-organized communication network. Although these goals are independent, we argue that their achievement could benefit from the synergy of the two research fields. The design of on-line communities that bridge the virtual with the physical space is the common ground and the main outcome of this collaboration. We invoke the memory of the nineteenth century flâneurs, as celebrated in Walter Benjamin's writings, to describe this link as an act of flânerie involving both net and place.

Besides using traditional urban places to socialize, citizens interact in the virtual space that Manuel Castells identifies as the space of flows. The underlying communication network structures virtual space together with the computer software that defines the interactions enabled between the community members (the social software). Although virtual social life manifests in speech and action, there are discrepancies in translating it into material consequences in the city. We believe that planning can play an instrumental role in mediating this tension between virtual and physical life. We note, however, that in the literature on communicative action and collaborative planning,

place becomes subservient to process. In this proposal place becomes integral to the participatory process, by empowering communities to act, represent, and argue about their aspirations and values in their physical place.

In context our research aims to contribute conceptually to improving the platforms for action in both physical and virtual spaces for community life. We consider planners as flâneurs that participate in on-line and off-line communities, and that are capable to intervene in the design of both spaces of interaction. In this study the focus is on wireless communities that are connected ad-hoc and independently of major providers. We argue that connecting the operation of the underlying wireless network with the activities of an on-line community spanning the neighborhood could contribute to the increase of social capital in the city. Besides supplying the network of physical places, urban planning could encourage the creation of neighborhood wireless on-line communities, and help maintain their active operation through policy implementation and city sponsorship.

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VISUAL SIMULATION AND LARGE PROJECTS EVALUATION

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Large mixed-use projects are transforming parts of Milan. New employment and administrative centers emerge in former underused areas. A new urban simulation laboratory has been inaugurated at the Milano Politecnico in order to examine the scale and spatial organization of such projects. The laboratory is primarily a teaching and research facility where students can analyze changes in the urban environment. So students can experiment and learn a skill in three dimensional modeling techniques.

The paper illustrates the first laboratory experience: the case of Garibaldi Repubblica, about 30 hectares area sites in the center of Milan where a large scale project has been promoted.

The aim is to study, through physical scale model and dynamic visual simulations, the implications of project cumulative change.

Simulation is used to discover urban design principles for a better integration of new and old.

To assess the nature of change we compare the proposed project to human perception and experience. We analyze three questions:

- how the proposed development changes accessibility and circulation patterns in the area
- how the large project relate to the small-scale development along the edges
- how the new park connect to the natural district ecology.
- To go into details the research is concerned with:
- the intensity of the road network and public infrastructure to access the area;
- the evaluation of the morphological coherency with context complexity;
- the pedestrian and ecological connectivity between the project and the existing urban structure;
- comfort and quality of public spaces and green areas, comparing sizes and trees density with historical urban parks;
- settlement density, blocks size and functional mixing related with existing urban fabrics.

The final proposal of the laboratory is to give an opportunity to public administration to manage change, in order to take a balanced approach that weights the benefit of change and directs change to contribute to the social, ecological and physical structure of the city.

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[890]

REVISITING PLACEMAKING: COMPARATIVE CASE STUDIES FROM BOSTON AND ISTANBUL

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This study examines three different approaches to placemaking. The intent is to show that the underlying forces creating each place vary widely and include the following types:

1. Need-based;
2. Opportunity-based;
3. Asset-based

The two case studies based on the need- and opportunity-based models to placemaking took place in Istanbul, Turkey whereas the two case studies on an asset-based model were examined in Boston. Much literature on placemaking has focused on the distinctions between needs versus assets in planning and policymaking in recent decade or so. Some have also discussed why paying attention to place and community assets is perhaps more important than focusing on community needs per se (Kretzmann and McKnight, 1993). The purpose of this study is not to argue in favor of one approach over the others. In fact different theories have explored some of these questions. 'Theories of 'social justice' (Harvey, 1992) or 'right to the city' (Lefebvre, 1968; Lynch, 1981), for example, articulate how social and political economic forces shape the conditions under which places are made the way they are. The intent here is to craft a

larger story of how places are built, transformed and perceived based on the case studies, and to glean some lessons from them. The overarching story of placemaking here is to show how each of these places was physically built, socially mobilized, and politically contested (Mitchell, 1995).

Using 60 in-depth interviews with architects, residents, policymakers, urban historians and educators in Boston and Istanbul, three evolutionary stages of placemaking emerge: place building, place mobilizing, and place framing. Place building highlights the physical component of placemaking whereas place mobilizing concentrates on its social component. Place framing however, shows the contested nature of place.

The findings separately identify three stages for each case study:

1. The Need-based approach involves:
Planning
Upgrading
Preservation (vs. Redevelopment)
2. The Opportunity-based approach consists of:
Occupying
Densifying
Legalizing (vs. Rebuilding)
3. The Asset-based approach consists of:
Identifying
Leveraging
Management (affordability vs. marketability)

As such, the study will show different stages of placemaking for each case. Furthermore, the findings reveal the contested nature of placemaking in each case. In the need-based approach the future fate of a place depends on the tension between the forces which want to preserve the place as is versus those that want to redevelop it. In the opportunity-based approach however, the contested nature of placemaking has to do with a choice between the temptations to rebuild as opposed to those who want to find ways to legalize it. Finally, in an asset-based approach to placemaking the contested nature of place has to do with how to strike a balance between housing marketability versus affordability.

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[891]

URBAN DESIGN AND PLANNING IDEAS, THE GENERATORS OF LAYERS IN THE URBAN SPATIAL SYSTEMS

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The formal diversities in contemporary cities display the layered construction of the cities, reflecting planning and urban design tendencies in different periods of urban development. When just the visible appearance of the historically generated layers in the physical fabric of cities is emphasised, only the static properties of these layers can be explained. However when the intangible layers in the spatial systems underlying the physical construct of cities is the subject of consideration, the dynamic properties of urban layers, where they are effectively involved in urban life, can be revealed. The dynamism of the intangible layers in urban systems is most clearly explained through the concept of urban spatial configuration, developed in the theory and methodology of Space Syntax. In this paper the method of Space Syntax for analysing urban spatial systems is concisely introduced and the results of a comprehensive case study applying this method are discussed. The paper presents the analyses of a large series of models representing different periods of urban development of the Swedish city of Gothenburg from its grounding up till now. The configurational evolvement of the whole city and a series of its historic places are discussed. The impact of the characteristic spatial layers on the global system of the city is explained. The focus of the paper is placed on the urban layers which have been the outcomes of planned developments. The creation of, and interaction between these layers reflect the characteristics and potentials of different planning strategies implemented during the long course of urban development in the city. These strategies are mainly based on three distinct notions of urban design and planning: the continuous street system, the separate self-contained housing state and the hierarchical car borne traffic system. The study presented in this paper provides knowledge about the dynamic interplay between the intangible urban layers and their impact on urban life, which will be useful in the ongoing and future planning processes.

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[892]

A SPECIFIC URBAN DESIGN METHOD ORGANIZED IN ORDER TO BRIDGE THE DIVIDE IN THE CITIES. THEORY AND DEMONSTRATIONS ON REAL CASES.

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Our research group has organized a method for Urban Design particularly suitable to face the object of the congress "Bridging the Divide: Celebrating the City", focused on the mediating role of cities.

A concept of Urban Quality that is concerning the whole range of factors operating in the relationship between man and environment, physiological, psychological, activities, facilities, uses, landscape, etc. and not just mere visual aspects,

and a concept of Urban Design as a specific method for Spatial and Planning activity able to connect analysis and project, getting a real knowledge of urban dynamics as well as behaviours, perception, problems, of the inhabitants and users, in order to get strategies and

operations considering all of them, and solving them in their diversity, and connected each other, and able to work at different scales, referring operations in single areas to the urban context and to the whole city, because they modify it; and to consider visual characters and urban landscape, not only from an aesthetic point of view, but as historical information, as demonstration of the transformation of the city, as messages and meanings.

Using this method, the theme object of the congress, particularly in the track "Urban Design and Physical Planning", has been developed and tested in the past in the following operations:

in Kuwait Central Business & Commercial District, through a reorganization of the whole area (about one square kilometre), the movements, the uses and catchment areas, the meanings, have been studied referring both to the local populations and to the immigrants population;

in the Cathedral Square in Milan, this has been studied as space for identification in the whole city by new populations both Italian and foreigners, due to the particular form of the city, to the meaning that this square has always had in history, and to the present role of the public transportation network;

and in general in other studies on urban areas, specific solutions for different ethnical groups have been verified, preparing proposals, and comparing different alternative solutions, to be able to give to all of them proper conditions for staying, meeting, integration;

this has been developed in particular for historic centre of Genoa, in postgraduate courses in Milan and at San Paulo, Brazil, and moreover for the Central Station in Milan, that is a place representing the whole city, with the presence of different ethnical groups and categories, where conflicts can be avoided, or managed, by proper design of spaces, facilities and movements.

References:

In the university activity he has mainly developed subjects of urban quality and urban design, referring to the situation of Milan and its region with applications both at urban scale and at building scale.

In the years 1989/90 and 1990/91 he founded and directed the Post Graduate Course on "Qualità Urbana: scienze, procedure e progettazione" (Urban Quality: sciences, procedures and design) at the Faculty of Architecture of Milan Polytechnic University, in collaboration with Universities of Genova, Geneva and Lione.

From 1992 to 1995 he was national responsible of the program M.U.R.S.T. 40% (Ministry of University and Scientific and Technological Research) "Quality of urban environment: operational and design method".

He has organized, in collaboration with Faculty of Architecture and Urbanism of San Paolo in Brasil, the FUPAM (Foundation of Environmental Research), the NAP-PLAC (Resource Body: production and image of built environment), FAPESP (Research Foundation of the State of San Paulo) and the CNPQ (National Council of Research), the Post Graduate Course "Qualidade Urbana: intervenções e experiências", Architecture and Urbanism Faculty of San Paolo- April 1994.

Promotion and organization, in collaboration with Milan Municipality, Milan Polytechnic University, and Chamber of Commerce of Milan, of the meeting "La Carta Europea della Città. E Milano?" (The European Chart for the city. And Milan?)

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Member of the Scientific Committee of the - Centro Internazionale di Studi sul Disegno Urbano (International Centre of Urban Design Studies), Firenze, 1997.

Rappresentative of CNA (National Council of Architects) in the jury of the "Concorso per la riqualificazione del fronte mare triestino (Competition for the re-qualification of the waterfront in Trieste). Trieste Municipality, 2002.

Author of several essays on historical buildings conservation and on urban quality subjects.

Organization and design of the exhibition; "Piazza del Duomo. Mostra indagine per la scelta di interventi" (Duomo square. Exhibition and study for the choice of intervention), at the Galleria San Fedele of Milan, committed by the Milan Municipality- and Co-author (with A. Grandi, D. Rodella, A. Tosi) of the book "Piazza del Duomo a Milano. Storia problemi progetti" (Duomo square in Milan. History, Problems and Projects". Ed. Mazzotta, Milano, 1982.

Promoter and organizer of the International meeting "Qualità della città e progettazione urbana a Milano" (City's quality and Urban Planning at Milan), Author of the introduction "Qualità della città e progettazione urbana. Metodologie operative di progetto". Author of the report "Milano oggi e domani: specificità dei luoghi e progettazione", at Cariplo Congress Center, Milano-1987.

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International meeting "Chiyoda International Conference on Metropolitan Core Areas Issues: revitalisation of life in Metropolitan Core Areas", planned by the "United Nations Centre for Regional Development". Author of the report "Planning and design for urban culture, urban quality in metropolitan core areas. The case of Milan". Chiyoda City, Tokyo (Japan) – 1991

Invited by the Faculty of Architecture and Urbanism in Rio de Janeiro for giving a lesson on "Method's problems about the urban recovery and the building restoration". Rio de Janeiro, 8 April 1994

Organisation, in collaboration with the faculty of Architecture and urbanism of San Paulo of Brazil, of the round table "Urban quality". Amphitheatre FAUUSP (Faculty of Architecture and Urbanism – University of San Paulo), April 13th 1994.

Coordinator of the volume "Palazzo Litta Modignani a Milano" (Litta Modigliani Palace, Milan). A. Pizzi Editor, 1994; and author of the essay "Un'operazione di conservazione storica e di riqualificazione urbana (An operation of historic conservation and urban qualification), and "Storia recente del Palazzo e del sito urbanistico"(Recent history of the Palace and of the urban site) and "Il progetto di restauro, le parti nuove, gli arredi" (The restoration project, the new parts, the furniture").

Invited by the Federal University of Vicosa (Brazil), to hold a conference on the theme "La qualità Urbana" (The Urban quality). Vicosa, October 24th and 25th, 1994

Coordinator of the Research Laboratory "La Città di Piacenza" by the Milano Politecnico from 2001 and of the Research Laboratory "Design for the Architecture of the City for the Urban Quality" since 2007.

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MEASURING WALKABILITY AROUND ELEMENTARY SCHOOLS: A COMPARISON OF URBAN FORM INDICES IN FOUR FLORIDA COUNTIES

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Background:

In 1969, 48 percent of students walked or biked to school. By 2001 that proportion had fallen to 15 percent. Increasing children's active travel to school is important for a variety of reasons, among them rising rates of childhood obesity and rising fuel costs. Few studies have considered the role of the built environment on the potential for children to walk to school. Florida provides an appropriate context to study this because growth management legislation passed in the 1980s and 1990s aimed to reverse the trend of sprawling development patterns. This paper presents preliminary results of research being conducted with funding from the Robert Wood Johnson Foundation.

Aims of the Research:

The major objective of this research is to understand how changing attitudes towards school siting and residential development have shaped the built environment around schools. Historic school sites (pre-1950), early suburban school sites (1950-1985), schools sited in the beginning years of growth management (1985-1995), and schools sited after Florida legislation began requiring coordination between local governments and school boards (post-1995) will all be compared.

Study Design:

Four counties in the Tampa Bay and Orlando areas have been selected for this analysis. Using school capacity as a constant, comparisons are made between the various ages of school sites as well as between varying distances from schools. Walkability indicators offer insight into the evolution of urban form around schools and the implications for potential walkability.

Measures:

The walkability and bikability to selected schools are measured by two main variables. The number of housing units located within a ½ mile and 1 mile of a school indicates the proximity of the school site to residential areas where children potentially live. The street connectivity index (a ratio of the number of intersections to the miles of roadway) indicates connectivity of the roadway network. Higher connectivity is generally understood to indicate a higher potential for walking.

Expected Results:

We hypothesize that schools sited after the Growth Management Act was passed will display higher levels of potential walkability than older schools. Similarly, pre-1950 schools in traditional-grid neighborhoods will have higher levels of potential walkability than many post-1950 schools. Preliminary analysis for Hillsborough County suggests a pattern that may follow this hypothesis. The number of housing units located near a school tends to be higher for schools built before 1950, increasingly lower for schools built from 1950 to 1985, and somewhat higher for schools built more recently.

Contrary to our expectations, however, street connectivity indices are progressively decreasing across the 1950 to 2007 period, exhibiting no change with the implementation of the Growth Management Act. Further research is necessary to explore these initial findings.

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THE CHALLENGE OF AN AGING SOCIETY: USING PLANNING, ZONING AND DESIGN TO ASSIST THE ELDERLY TO AGE IN PLACE

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According to recent data compiled by the AARP, nearly ninety-percent of older adults (defined as those over the age of fifty) prefer to age in place. Aging in place is a concept describing the ability of seniors and elderly adults to stay in their homes despite any onset of physical and/or mental health difficulties that may occur during the process of growing older. As a result, aging in place has created a phenomenon known as naturally occurring retirement communities (NORCs).

First termed by Dr. Michael E. Hunt at the University of Wisconsin, NORCs refer to neighborhoods where a disproportionate number of seniors and elderly reside in the same place. These living environments differ from continuing care retirement communities (CCRCs), such as assisted living facilities, and leisure oriented retirement communities (LORCs), which are planned and developed to specifically cater to seniors of a certain age who move to these communities for health reasons or recreational incentives, respectively. NORCs however are not planned. They are not manufactured neighborhoods or constructed housing developments. NORCs are currently evolving organically, specifically in suburban areas, as the same demographic which helped to generate and define the suburban lifestyle (baby boomers) now chooses to age in place in their homes - within the neighborhoods they built and cherish.

As seniors continue to age in place, the paper will assert that local governments need to prepare for both physical environment adjustments and additional senior service provisions to specifically address the many needs a sizeable aging population will present. This paper will set the national demographic context (current and projected) with a detailed analysis of a large metropolitan area. Framed by existing knowledge and supplemented by field research, the study will discuss the community characteristics of successful aging in place. The third part of the paper focuses on a review and assessment of ways in which planning, zoning and design, at the level of the municipality, can be employed to the processes of aging in place and the promotion of successful NORCs.

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[895]
IDENTITY BY DESIGN

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Many people today, in many parts of the world, seem to feel that any place should have its own special character, its place-identity, to distinguish one place from other places. In an ever growing globalizing world, once regionally distinctive places are now being rapidly transformed, and their original uniqueness is being altered. Many critics and ordinary people see these changes as negative. Urban designers, planners, architects, landscape architects, politicians and people from all walks of life now seem to have an interest in how to change this process and new methods are being sought on how to achieve distinctive place-identities whilst being part of an evolving and fast changing global society. The paper addresses these issues from two perspectives. First, a range of theoretical concepts on place-identity issues are introduced (Anderson, 1983; Abel, 2000; Butina Watson and Bentley, 2007) to debate what contributes to the shaping and interpretations of Place-identity. It is argued in this paper that in addition to landscape structures and built form qualities it is also important to understand how we attach meanings to such places. Second, place-identity ideas are explored through a number of case studies that illustrate how urban designers and other professional groups deal with these issues, and how their work is valued by the users of such places. Case studies include examples from Europe (Bologna in Italy and London, UK), In North America (Boston) and Latin America (Mexico City).

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[896]

TRANSFORMATION OF PUBLIC SPACE

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Public spaces are places that bring all citizens together to exchange ideas, meet with others, and improve the sense of tolerance among people. They are the intermediate spaces that develop social relations and reduce segregation. The public space, which once lost its significance with the industrialization era, regained its importance from the 1980s onwards. Local authorities and private sectors started to use these spaces as a tool for the image of a "World City". Due to economic development and globalization, competition increased among cities to attract international investment. Hence image-led projects come into the agenda of local authorities to reproduce the identity of their cities.

However, these projects have generally resulted in the transformation of real public spaces into private spaces or "quasi public spaces" through specific design and management strategies. In addition to this, these marketing strategies usually neglect the importance of spatial and social integration within cities. As an outcome of this process, social exclusion has increased in cities. Public spaces are crucial for the economic development of cities and urban design plays a mediator role between the public and private.

In this paper, Konak Square, an important element of identity for Izmir, will be examined in terms of community needs since its refurbishment. The study tackles questions of whether the recently regenerated Konak Square is a product of an image-led regeneration project or a real public space open to all. How the recent project matches the expectations of citizens, and whether there is any social exclusion or not, are the other issues that will be explored. In order to

find these answers, Post Occupancy Evaluation Method (POE) has been used with tools including interviews with Izmir Metropolitan Municipality, observation by behavior mapping and questionnaires with users and retail merchants. Marcus and Francis (1998) define POE as the process of evaluating buildings or outdoor spaces in a systematic way. After this, all the findings will be considered under the four criteria of Project for Public Spaces: access and linkages, comfort and image, uses and activities, and lastly sociability. In this manner the publicness and success of Konak Square will be evaluated by whether or not the space is used by all.

This paper will be developed with the help of the master thesis "Transformation of Public Space: A Case of Konak Square, Izmir" Submitted by Isin Can
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DEFINING AND DELIVERING QUALITY IN URBAN ENVIRONMENTS

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This paper reports on research undertaken for the UK Department of Communities and Local Government on the viability and usefulness of establishing national standards for local environmental quality. The UK government has been trying to grapple with policy initiatives to address how people feel about the places they live. In our centralised system of urban governance, this has meant efforts to put in place national instruments that can shape local environments across the country, either directly or by influencing the actions of those with the power to do so at local level. However, several issues have emerged: what are the determinants of local environmental quality? What are acceptable standards of local environmental quality? Is it reasonable to expect those to be the same in any context? How can the qualities that define people's perception of their local environment be articulated in a way that they can be addressed by policy? How do those qualities relate to public services and other policy delivery systems?

The paper explores potential definitions of local environmental quality, the different dimensions that make it up, how these relate to one another and how they have been perceived by different groups of

individuals. It reviews and discusses the different methodologies utilised in the UK and elsewhere to assess 'qualities' of the local environment and looks at how they have dealt with issues of measurability, intangible variables, objectivity and subjectivity, context-specificity, the notion of 'acceptability', the use of policy targets and indicators. The paper also deals with issues of delivery. Even if the qualities making up the local environmental can be measured, and levels of acceptability for those qualities clearly established, their delivery still depends on how well these qualities fit the machinery of local governance. The paper bases its discussions on the results of a number of workshops with residents of a variety of urban settings across England and public services managers at local authority level. They provide a picture of how the local environment and its qualities are perceived, what defines what are and what are not acceptable standards, how people perceive their ability to shape their local environment in their engagement with the delivery of the relevant public services.

The paper concludes with a proposal for a conceptual framework for understanding the connections between the national and the local level in the formulation and delivery of policies aiming at improving the quality of local environments.

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[898]

THE ROLE OF URBAN DESIGN AND PLANNING IN COUNTERING TERRORISM

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Since the 1970s there have been many attempts to use urban design to reduce the occurrence and fear of crime and terrorism by territorially controlling space, often using crude defensive measures to provide a visible deterrent to attack. Such approaches, often drawing on ideas of defensible space and crime prevention through environmental design, were premised upon attacks being carried out by car bombs and against economic and military targets.

In more recent years the security services increasingly fear attacks against an array of crowded public spaces using person-borne devices - shopping areas, public squares, sports stadia, venues of the night-time economy and light rail systems – seen as soft targets which are difficult to protect. This type of targeting is especially pertinent given the ongoing reconstruction of contemporary central city spaces which are by design open, flexible, and a hybrid of commercial and public space, and which have attempted to improve the publicness and permeability of the city in order to facilitate new modes of community interaction and formation, alongside concerns for safety. This paper draws on ongoing research being conducted with branches of the UK security service and highlights how planners, urban designers and architects are now seen as having a key role to play – alongside a variety of other stakeholders - in embedding or retrofitting security features into the urban realm often in unobtrusive, invisible and ornamental ways. It is argued that there is a need to balance the effectiveness of such security measures with their acceptability – in terms of cost, proportionality to threat, and aesthetics. This paper also highlights how counter-terrorism is slowly but surely emerging as a key area of planning practice as well as for the training and education of planners and other built environment professionals.

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DESIGN QUALITY, PROPERTY VALUES AND THE URBAN ENVIRONMENT

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This paper aims to discuss the correlation between design attributes and the economic performance of buildings in the UK, examine the processes through which these correlations are formed and incorporated into the operation of property markets, and look at how planning and urban policy responses might be better shaped to influence those correlations. It reports on the initial stages of a research project.

A relationship between design quality and economic and social wellbeing has been strongly suggested and recent research has gone some way towards demonstrating it. This underpins an increasing policy interest in the creation and maintenance of design quality in existing and new urban spaces as an essential component of sustainable urban regeneration and economic development policies. However, the built environment is produced chiefly by a multitude of private agents operating under market mechanisms. Therefore, the characteristics and overall quality of design solutions eventually incorporated into buildings and urban spaces depend on decisions taken by a myriad of property market players, who are primarily geared towards maximising returns and only secondarily concerned with design attributes. These decisions are underpinned by notions of value, which the paper argues are complex results of social interactions.

This paper discusses the methodological issues involved in identifying, evaluating and explaining the potential correlation between urban and architectural quality of buildings and their surrounding spaces and the market-based economic performance of those buildings. The paper addresses the conceptual and practical issues surrounding the quantitative measurement of that correlation, and also the less tangible issue of the conceptualisation of value by valuers, occupiers and owners of buildings, which has a direct bearing on how design qualities might be valued and how this takes place. Understanding the latter is essential if the objective is to influence the way markets physically shape cities and urban spaces.

Informing the discussion in the paper is the view that the property market and the notions of value it incorporates are social constructs, shaped by the economic, social, institutional and cultural contexts of place and time which themselves shape players decision-making systems. The implications is that 'markets' are not neutral mechanisms for the production and exchange of any built environment structures, but have in-built biases towards some types of spaces, buildings and design solutions, which arise from their nature as context-specific institutions, and are exercised through the way market activities are organised, the nature and function of the players and their relationships, the ideas and practices they deploy, and so on, all expressed and contained in the way property market players make their choices and their decisions.

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[900]

GREENWAYS IN MEXICAN CITIES: IS IT POSSIBLE IN NON PLANNED AREAS "COLONIAS IRREGULARES"?

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Mexican cities have grown exponentially in the last three decades occupying former ejidos. This type of property, known in Mexico as “social property” has been an escape valve to accommodate low income population in peripheral areas of the cities. In these areas

though, growth happens in an anarchic disorderly fashion generating chaos and trouble which ultimately has to be solved by local governments. Most of these areas disregard a proper use of washes and watersheds. This study describes the possibilities of generating greenways in urban areas in Mexico by developing a case study: The “Arroyo Grande”, an intermittent wash in the city of Guadalajara, Mexico. This site represents an excellent opportunity to bridge divisions and truly “celebrate the city” as the local government is already building a “green corridor” for the neighborhood. The potential for implementing greenways in this type of sites is analyzed in this paper. The analysis includes a description of current physical conditions as well as interaction between neighbors and the wash. The analysis is the basis for an assessment of the possibilities to have mixed uses with bike and pathways on both banks of the wash. Risk as well as aesthetic issues were reviewed, concluding in a high potential to develop a strip linear park as a greenway. In addition, a survey was conducted to neighbors in both banks of the wash in order to have their perception of the strip a priori and a posteriori. Although some were relentless to the idea, in the end they were satisfied with results. In sum, greenways are a real possibility for local government to organize “colonias irregulares” and provide green areas and alternative mobility for the neighbors.

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PLACE-MAKING IN THE NIGHT-TIME?: THE CASE OF LYON

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The design and the transformations of the urban spaces are no longer done through scheduled daytime activities only. The notion of time in urban design is actually affected by several physical planning strategies and policies such as the practice of the design and installation of urban light in the city. The night-time landscape is completely transformed and is carefully and selectively contrasted throughout the city in various neighbourhoods. This creates one identity in the spatial and social night activities.

This paper aims to address the questions arising out of manner in which place making takes place through the use of the design of lighting in public spaces. What mechanisms have been adopted? Which policy tools have been used in the design process of lighting the city? Are there any relationships between the uses and the rhythms of the urban spaces and the temporalities of the night time activity schedules? In what ways are these measures of lighting the city by night related to the promotions of the 24 hour society?

The paper uses the city of Lyon (France) as a case study to question the physical planning strategies (lighting design of the city) and takes into account the notion of place making through the evolution in time and practices of the city. This is drawn from an almost completed dissertation of my PhD. The paper aims to contribute to the current debate of the role of place making in the construction of ‘a different type of world’ through the complexity of night. It relies on the methodologies used by Lynch (*Image of the City*) and Gwiazdzinski (*La nuit dernière frontière de la ville*) in observing and understanding cities in the night-time.

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[902]

THE ENERGY SYSTEM AS PART OF PUBLIC SPACE: EFFECTS AND PERCEPTION IN THREE SWEDISH COMMUNITIES

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Public spaces in the built environment are a result of public needs, e.g. transportation, recreation, education, business, housing, etc. The facilities built to house these activities are the focus of architects, planners, and others involved in urban design. This paper highlights the production and distribution of energy, an integral element as important as any of the aforementioned and yet so often overlooked in the urban design process by administrators, planners, architects and others.

The central theme of the paper addresses the possibility of energy as an urban design phenomenon, asserting that buildings and structures that produce and distribute energy, such as power lines, electrical substations and production facilities, have a spatial impact on public space and the public consciousness. The public understanding and acceptance of both energy as a whole and the forms of its dispersal is a decisive issue to future development of renewable energy sources which needs more space, often closer to their users. It thereby needs a greater public acceptance than their predecessors. I have investigated how current forms of energy production and distribution affect both the public psyche and public spaces in order to achieve novel and innovative design forms for the future.

Trough spatial analysis, as developed in space syntax research, combined with observational studies, the location, position and visual presence of distribution and production facilities was studied in three Swedish communities. These studies focused on the facilities impact on public space in terms of architectural design and adaptation to place specific conditions. A more in-depth study through interviews was conducted in one of the towns in order to gain a better understanding of the relationship between humans and these architectural objects; researching the public’s perception of facilities in terms of risk, design, and relationship to their surroundings.

It has considerable significance for the fields of urban design and architecture to understand the interconnections between people, public space and energy facilities. The absence of careful and well informed design that is place sensitive – or worse, the attempt to create invisible objects – can be understood as a threat to sustainable development, as we move towards ever-increasing connection of humans and systems in the built environment. By addressing the design aspects of energy, new public awareness and acceptance of this crucial component of society could improve this democratic process.

Relation to doctoral dissertation

This study is one out of three main studies. The final dissertation also contains a descriptive and an explorative study of energy facilities and their presence in planning documents and processes (licentiate thesis: Ekelund, 2005). It also includes a case study on an architectural design proposal of a power line and its effect on public space, together with its effects on public’s perception of energy distribution.

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[903]

BUILDING THE IMAGE OF A NEW SUBURBAN LIFE: THE CASE OF BAHCESEHIR IN ISTANBUL

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This paper presents a case study on Bahcesehir in Istanbul as one of the examples of new-town projects which have become a key urban development model for major cities of Turkey in the last two decades. This paper will have a comparative approach between the case in Turkey and the models applied in the US.

The broad goal of this case study is two folds: first, to understand the politics of suburban development process in this case; and second, to investigate cultural values and practices embedded in suburban life in Turkey. The main questions addressed are: 1) Who are the main actors involved in the process of this development—land acquiring, infrastructure, financing, constructing, and marketing? 2) What are the typological characteristics of the new-town development and its relationship with the surrounding context? 3) What are the characteristics of residents are their aspirations? 4) What are the main values associated with the suburban life?

With this purpose, the study examines the case at two different scales. At macro scale, Bahcesehir is analyzed with all its phases and the focus is on the morphological characteristics and the role of public and private sectors. At micro scale, Ispartakule—one of the phases of Bahcesehir—is examined closer as a community. Here, the focus is on the characteristics of residents, the cultural meaning of suburban life for the residents, the satisfaction level of the residents, and the initial motivations to move to the community.

This study utilizes a variety of research tools. Interviews with planners, architects and key people at the local government provided valuable insights about the large scale. In addition, structured survey instrument, semi structured observations, personal interviews with residents helped to get a closer understanding of the community life.

The preliminary findings suggest that public institutions have a major role in shaping suburban developments in collaboration with the private sector. Although the project is inclusive utilizing mixed typology of buildings, there is segregation amongst the groups of residents of different typology of houses. This has extensive effect on social life and civic engagement within the community.

Decisions about the physical design of neighborhoods are likely to have major long-term implications on the well-being of local communities and global society at large. My research aims to contribute to the understanding and development of better community design models supportive of civic values and engagement, issues of significance for the work of professionals like public policy makers, planners, urban designers, and architects.

This paper is drawn from an almost completed dissertation study at the University of Michigan supervised by Prof. Linda Groat (Ingroat@umich.edu) and Prof. Robert Fishman (fishmanr@umich.edu).

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[904]

CAMPUS EXPANSION IN METROPOLITAN AREAS: THREE CASE STUDIES OF NYU, UC AT BERKELEY AND PRINCETON UNIVERSITY

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This study investigates the issues of university expansion – a process of campus growth driven by consecutive out-bound developments – using the three case studies: New York University's Washington-Union squares campus, UC Berkeley's Oakland campus and Princeton University.

The study explores the transformation of campus structures and the functional linkage of the three campuses by addressing three questions: (1) Given the general physical form of campuses, does any distinctive growth pattern in forms of axis, grid and group changes the campus structure?, (2) How are such morphological campus transformations influenced by the diversification of centralities of symbol, administration and function? And (3) How does this diverse multi-centered campus perform as an integrated campus sphere with core, edge and adjacent neighborhoods?

This study's methodology combines an extensive literature review; field survey for cartographic modeling and data representation; and spatial analysis of campus expansion, development sequence, and transformation structure. The key data sources include official documents and university articles and press releases published by the universities as well as campus media scripts and articles published in local and regional newspapers.

The findings provide significant implications for understanding the scale, form, and structure of campus growth in different locations in metropolitan areas, and its findings suggest that campus planning should be placed on city planning agendas, because this can positively contribute to the public's goal through the collaborate engagement of representatives from the private and public sectors.

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[905]

SPATIAL PLANNING AT THE METROPOLITAN SCALE : LONDON PLANS, EXPECTATIONS AND OUTCOMES 1943-2008

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The paper begins with S.E. Rasmussen's celebrated depiction of 'London, the Unique City' (Rasmussen, 1936), a polycentric low-density metropolis whose patterns of growth originate in a historic polarisation between London and Westminster, port and court, production and consumption, East End and West End. The paper follows this division through the demographic and economic transformations of modern London. Updating the argument of the author's 'London More by Fortune than Design' (Hebbert 1998), we compare metropolitan outcomes with the normative precepts of the Abercrombie plans of 1943-4, the Greater London Development Plans of 1976 and 1984, and the Mayor's London Plan of 2004.

Key points in this narrative of strategic intention and spatial transformation are the successful imposition of a green belt; the abandonment of the urban motorway network; and the attempted protection of liveable (but not necessarily affordable) residential neighbourhoods throughout inner London. The paper shows how strategic plan provisions could not avert the deindustrialisation of the docks and the manufacturing base; or prevent the development of a new financial district east of the Tower of London by overseas investors innocent of native assumptions about London's engrained spatial division.

But this failure of strategic design paradoxically provided the means of bridging that fault-line between east and west. It forms the basis of the celebratory 'London Plan' of Mayor Ken Livingstone. The present strategic intention is to mine the relatively underexploited spatial assets of the east-side through infrastructure investment (including the opening up of the river) and expansion projects. Through spatial consolidation London seeks to grow into its world-city role and expand demographically and economically without sacrificing the distinctive Rasmussenesque pattern of its liveable street-based neighbourhoods, and the priceless qualities of enclosure within the sixty-year-old Metropolitan Green Belt.

The paper ends with an assessment of the 2004 strategy in the light of London's chequered experience of strategic planning at the metropolitan scale.

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[906]

THE PROCESSES WORK TO ENHANCE THE TOURISM ATTRACTIVENESS OF PLACES MIXING OF CULTURAL DIFFERENCE AND CONSUMPTION OPPORTUNITIES. THE CASE OF PARIS NEW EXPERIENCES FOR DISTINCTIVE GROUPS OF CITY USERS

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What are the main strategies promoting the image of Paris and Ile de France Region in order to attract global flows? How do the urban policies change their vision of city and of its spaces by marketing approaches (Ingallina, Park, 2005)? What is the role of the cultural dimension in these strategies (Newman, Thornley, 2005)? What are the conflicts that the strategies for tourism development can generate in Ile-de-France region, for example in terms of consumption and incomes (Davezies, 2007)?

First, it's necessary to introduce the notion of project approach in the French planning system in order to explain the role of formal and informal (as the design) tools in these strategies. Secondly, the concepts of territory (Offre Territoriale or branding?) and of "competitiveness" must be explained, particularly referring to the French notion of "attractiveness" connected to the "politiques de projet" to promote the image of a territory. Then we'll give a global view of the situation of Paris and Ile de France in regard to these development policies emphasizing any contradictions and ambiguities.

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[907]

THE URBAN DESIGN PROBLEMATIQUE

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Despite a renewed attention to urban design in cities across the United States, there has not been an equal attention to fundamental challenges that mainstream urban design continues to face. This paper examines some of the most serious challenges to a progressive role for urban design. First, urban design advocates spatial and programmatic interventions that – implicitly or explicitly – imply a coherent and unified vision. However, and with the exception of master-planned communities, contemporary urban realities do not lend themselves to be aggregated by design, and urban design solutions are implemented in a context where scale and ownership defy the implementation of continuous projects. Second, urban design inherits from its parent disciplines, such as architecture, landscape architecture, and urban planning, a predilection for final, complete, and fixed solutions that tend to be compatible with dominant interests. With the exception of few projects, urban design continues to favor form over process and predictability over adaptability. Third, in its quest for theoretical validation, urban design solutions waver between resuscitating ancestral (neo-traditional) values and stylistic intellectualism (modernist, postmodernist, deconstructivist, or whatever maybe the style du jour). As a result, a good number of urban design projects lack an authentic and dynamic connection to the social, historical, and material realities of the urban fabric in which they are supposed to be part of. This paper concludes by suggesting a research agenda that moves beyond simplistic, coercive, and style-based approaches to the complex dimensions of urban design.

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[908]

MAKING NICE: COMBINING NEW URBANISM AND LOW IMPACT DEVELOPMENT AT SEATTLE'S HIGH POINT REDEVELOPMENT

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The planning approaches of New Urbanism and Low Impact Development have emerged in the last few decades as compelling means to improve the built environment for either social or ecological benefit. However, they tend to adhere to divergent logics with respect to urban infrastructure and as such, few practitioners have combined the approaches in their projects. In this presentation, I examine the High Point Redevelopment in Seattle where stakeholders supplemented a traditional neighborhood design with stormwater source control strategies and in the process, created a new community design form.

The High Point project is a 128-acre mixed-use, mixed-income development that will be completed in 2009. The project owner, Seattle Housing Authority (SHA), originally planned to redevelop the existing public housing neighborhood with New Urbanist principles but stormwater engineers at Seattle Public Utilities convinced SHA to also incorporate stormwater source control strategies to improve ecological performance without sacrificing the social benefits. The ensuing design process involved countless meetings to resolve differences (both large and small) between the various stakeholders and the resulting project, currently in the last phase of construction, is

a remarkable red-green synergy and has garnered widespread acclaim.

I draw from related theories in urban design, landscape architecture, and infrastructure studies to unpack the transdisciplinary processes that were needed to complete the High Point project. I will argue that the project involved a discursive form of design practice where various actors had to set aside their orthodox design expectations and in the process, set a new standard for public housing. Such a project provides valuable lessons for urban design professionals who are grappling with the inherent tensions of sustainable development.

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[909]

MATURATION OF NEW URBANISM IN ATLANTA: COMPARATIVE CASE STUDY OF THE POST RIVERSIDE AND THE GLENWOOD PARK, GEORGIA

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Despite the short history of New Urbanism practice in Atlanta, New Urbanism projects in the metro Atlanta region show noticeable maturation in the degree of implementation of the New Urbanism principles. This study analyzes the maturation in implementation and the factors influencing on the maturation, such as rapidly growing popularity of New Urbanism, changing politics among stakeholders, and different communal contexts. For this purpose, the design features and the decision making processes of two extreme cases in the Metro Atlanta region are compared: the Post Riverside and the Glenwood Park.

The Post Riverside, developed in the mid of 1990s, has been criticized by local planners for its poor implementation in most New Urbanism principles except high density. For instance, it includes only one housing type (apartments) development and it is badly connected to the surroundings (with one gated entrance). On the contrary, the Glenwood Park, which won the 2003 Charter Awards from the Congress for New Urbanism, implemented most principles properly, and therefore, has been praised as an exemplary project of the movement.

In the study, first, the differences in physical design of the two projects are compared, based on 1) field observation and 2) the analysis of planning documents. Second, the detailed decision making processes of the two projects, which caused the differences, are traced through 1) the interview surveys with key participants of the projects and local planners, and 2) content analysis of news articles and public records, including code amendments and special permits related to the projects. Finally, based on the above analyses, important factors influencing the maturation in the implementation of New Urbanism are discussed in details.

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[910]

INVESTIGATION OF THE IMPACTS ON PERCEIVED WALKING DISTANCE OF WALKING PATH CONFIGURATIONS IN THE VIRTUAL REALITY URBAN SETTING VIA THE CONFIGURATIONAL INDICES OF SPACE SYNTAX AND ISOVIST-BASED ENTROPY

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The purpose of this study is to investigate how the configurations of urban walking pathways influence perceived walking distance in association with their configurational characteristics. Walking distance has been coming into the spotlight as urban designers seek to enhance walkability. Walking distance and acceptable limits to walking distance both play a significant role in urban design theoretic and guidelines. Distance in fact affects various types of human behaviors, including walking. Therefore, distance hypothetically could affect human behavioral decisions about willingness to walk, walking destination, and route choice. However, decisions of this nature are often based on perceived rather than actual physical distance, and environmental design studies (Allen, 1981; Allen and Kirasic, 1985; Nasar, 1983; Sadalla and Magel, 1980; Sadalla and Staplin, 1980) have noted the gap between perceived and actual distance and how perceived walking distance is affected by pathway configurations. That is, with regard to indoor walking paths and a few comparable urban walking paths, current environmental design studies have been successful in verifying the impacts of walking path configurations on the perception of walking distance by means of basic walking path configurational indices such as the number of right-angle turns and intersections. There is still, however, a gap between the findings and urban design practice because their basic indices cannot fully capture spatial properties in more varied urban walking path configurations, which properties would be generated through certain configurational changes in walking paths during walking.

To bridge the above gap, this study proposed new configurational indices based on the architectural concepts of space syntax and isovist and the theoretical notion of entropy in the field of computer science, going on to test these new indices in the virtual reality urban setting. The results revealed that walking distance estimations decreased, and study subjects thus walked more when walking path configurations were associated with fewer visual interruptions or when path configurations generated a lesser amount of environmental information. The number of visual interruptions and the amount of the information were successfully measured by two newly-introduced

configurational indices—the space syntax and isovist-based entropy indices respectively—while previous basic walking path configuration indices turned out to be limited in explaining such walking path spatial properties. These more inclusive, objective indices for varying urban walking path configurations are set forth for the purpose of assisting in the development of future urban design studies that test valuable though abstract urban design thinking quantitatively.

*This study is drawn from my recently completed doctoral dissertation. Please, feel free to contact to my advisor, Dr. Larissa Larsen, at her email address, larissal@umich.edu, if you have any questions.

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[911]

NEW URBANISM AND TRAVEL PATTERNS: TRAVEL PATTERN DIFFERENCE IN THE NEW URBANIST COMMUNITY AND THE CONVENTIONAL COMMUNITY

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In early 1980s, in the United States, since Seaside was developed in Florida which is the first new urbanist community, a lot of residential areas have been developed under the name of "New Urbanism". It was to overcome the problems from the residential areas built during the modernism era, such as a relatively higher usage of passenger cars. Many studies stated that the residential area developed by the new urbanism concept relatively increases walking and cycling trips and reduces vehicle trips (e.g. Kim & Kaplan, 2004). How was new urbanism effective to the travel pattern change in the residential areas?

This study is to examine the differences of the travel pattern in the two types of communities: a residential area following the design and planning principles of new urbanism and a residential area that was newly developed but did not follow new urbanism principles. Both communities are located in Tallahassee, Florida. One is called 'Southwood' which is a mixed-use neo-traditional community and the other is called 'Piney Z Plantation' which was developed by a private development company and characterized as a conventional community. The sites have strong similarities. Both sites are for middle income households and recently completed. The two communities have similar geographic characteristics such as distance from CDB and similar residents' socio-economic features.

The study is based on site observations and a survey administered to the residents in both areas. The survey was conducted from July to December in 2007. Subjects were randomly selected from the entire households of the communities. Surveys were mailed to the total of 500 households and 103 have been responded thus far. The results

were statistically analyzed to compare the travel patterns of two survey groups with geographical site analysis.

Primary analysis with 103 responses showed statistical differences in residents walking behaviors and walking distances between the two communities. According to the results, it is expected to assess the effect of new urbanism development in terms of traffic reduction and traffic pattern change and boost pedestrian and bicycle usage. Further analysis will discuss if the design and planning principles applied in the new urbanist community have changed residents' travel patterns. Because the study about the effectiveness of individual site for new urbanism is unusual, this study will be a valuable addition to new urbanism studies.

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[912]

PLANNING AND DESIGN FOR SPORTS-ANCHORED DISTRICTS: THE BOSTON EXPERIENCE

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This paper investigates planning and design for sports-anchored districts based on case studies of three major league facilities in the Boston area— Fenway Park, TDBankNorth Garden, and Gillette Stadium.

Over the past decade, major league sports facilities have played an important role in the urban development strategies of local governments, deployed in aid of economic development benefits such as new jobs and taxes, but also intended to spur urban development benefits including private investment in new development and the subsequent revitalization of underutilized areas (1). While academic analyses of the economic development impacts of sports facilities are ubiquitous (2), analyses of the urban development impacts of sports facilities on the surrounding built environment are rare (3). In large part, this dearth of analysis is explained by the relatively long time horizon required to evaluate physical aspects of urban change in a meaningful way: The majority of new major league facilities opened in the late 1990s and early 2000s, and empirical evidence suggests that there is little in the way of substantial new development proposed, approved, or built in their vicinity.

Yet, by 2007 in Boston, all three major league facilities—a downtown ballpark substantially renovated over the past five years, a new arena opened in 1995, as well as new suburban football stadium opened in 2002—find themselves immediately adjacent to one or more large-scale redevelopment proposals, and thus collectively present an excellent opportunity for comparative case study.

My investigation begins by laying a theoretical foundation for defining and measuring urban development impacts around sports facilities, explaining how and why cities seek to influence the location, program, and financing of new sports facilities, and their efforts to generate localized urban benefits such as new private construction, increased occupancy rates, desired changes in land use patterns. Importantly, I test a significant and heretofore unstudied

factor, the increasing role of franchise owners in adjacent development, either directly as land owner/developers or indirectly through strategic partnerships.

Next, I analyze in detail the three sports-anchored urban development case studies in the Boston area describing the nature and magnitude of new development, and prospectively measuring and assessing the impact on the local built environment were these projects built as proposed.

I find the Boston cases to make good on the promise of substantial demand for new private development in the vicinity of major league stadiums and arenas. Characterized primarily as large-scale commercial and retail developments—only occasionally are residential uses in the mix—these new projects seek to benefit not only from proximity to the facility and users, but also from the infrastructure improvements such as transit and highway access, that offer significant service surpluses on non-event days. Notably, in all three cases, the franchise owner has a direct financial interest in the proposed development. Should the plans proceed as proposed, the land-use mix and density of development in all three areas will be significantly altered from existing patterns, decreasing the amount of vacant and underutilized space. Providing they are carried out in conjunction with an effective master planning process, the results should approximate locally-desired outcomes.

I conclude that the Boston experience provides important early evidence that major league sports facilities are indeed proving to be significant anchors for new urban development. For host cities across North America, now is an opportune time to revisit the best approaches to planning and design for sports-anchored districts, working toward the goal of fully harnessing their significant urban development potential.

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[913]

BRASILIA & PUTRAJAYA: NEW TOWNS, NATIONAL CAPITALS, OR UTOPIAN REPRESENTATIONS OF POWER?

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Brasilia, capital of Brazil, and Putrajaya, the new administrative capital of Malaysia, have been created generations apart in two different continents. As most new towns, they have required government involvement. Brasilia was created as an icon of modernist architecture, a symbol of progress in a developing country. Putrajaya has been conceived as a national capital like Brasilia and shares the same administrative function as such, but represents the emergence of new symbolic relationships between government and economic prowess. In addition to being a Federal District, it is part of the Multimedia Super Corridor being developed south of Kuala Lumpur. This paper examines what factors caused the development of these two cities to succeed or not, and to what extent the development process was influenced by decisions that were not related to their design. Brasilia's "Pilot Plan" was effectively implemented, but the informal settlements and satellite cities that emerged around it were not foreseen by planners and designers. Putrajaya is still under implementation; the completion date is set for 2010 and although its development has been somewhat hindered by citizen opposition and financial crisis, the government has proceeded with the project. The analysis of the social, economic, and spatial contexts in which these two new towns were planned, designed and developed is based on development and planning theories. The ideological basis for the production of urban space and the semiotic function of urban design in the development of seats of national governments are explored, particularly those features related to historical motives and national identity. This research is relevant to planners interested in how urban morphology affects and in turn is influenced by development factors sometimes overlooked by designers and governments.

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[914]

WHAT IS LEFT OF PLANNING? RESIDUAL PLANNING!

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Vacant land, storefronts and buildings -- our city is littered with them. Sometimes it is easy to visualize the next logical development trajectory for a vacant space. Other times it is more difficult to extend our imagination into the future. There is, however, a practice -- a relatively new practice developed by urban planners, architects, landscape architects and artists -- to suggest possible ways to develop such spaces. This practice is called temporary use and it is carried out in vacant urban spaces. As an emergent practice, there are a number of questions that come to mind. What exactly is temporary use of urban spaces? How might urban planners network the possible development trajectories for vacant land, storefronts and buildings as revealed in temporary use practices? How can temporary use of vacant spaces be facilitated, studied and analyzed? In what ways can temporary use of urban spaces be deployed as a spatial, educational, and democratic development tool within the city? How do temporary use practices differ in a gentrified area, a gentrifying area, an economically stagnant area and an economically depressed area? How might temporary use practices extend to regions? And how can planners share the lessons learned from temporary use practices? My paper explores these questions through a case study of two temporary use projects -- one in Chicago and one in Halle, Germany.

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[915]

SIMULATION ANALYSIS OF HISTORICAL LARGE-SCALE FIRES IN KANAZAWA CASTLE TOWN

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Introduction

This research attempts to simulate large-scale fires in urban areas by a computer model and draws some insights of city planning measures for fire prevention. The model was developed by the Building Research Institute under the Ministry of Land, Infrastructure and Transport through various experiments.

Kanazawa, our study area, is one of the Castle Towns with well-preserved historical areas. The city, therefore, contains vast wooden

housing areas and is prone to expansive fires even with a state-of-the-art fire department. Therefore, it is an important task to prescribe fire prevention measures.

Kanazawa has abundant historical archives that recorded past fires. In the Edo Era Kanazawa often suffered from large-scale fires which destroyed main part of the city. By reproducing 3D model of the city we can successfully recreate the castle town and simulate various fires based on the historical archives. This enables us to reexamine how major fires started, spread and ceased and study the mechanism of large-scale fires.

Urban Structure of Castle Town Kanazawa

To reproduce 3D model, we take the following spatial characteristics into account:

- (1) There were three different types of areas; Samurai districts, Ashigaru (foot soldier) districts and Machiyas (street shops). Samurai residences and Ashigaru houses formed expansive districts whereas Machiyas were built along main streets forming strip zones.
- (2) Most buildings were wooden with their roof tiles, windows and doors all wooden and therefore prone to fire.
- (3) Samurai residences were enclosed by mud walls and surrounded by large yards with evergreen trees for fire protection.
- (4) Similarly, Ashigaru houses were enclosed by hedges and had both front and back yards with fire deterring effect.
- (5) Machiyas on the contrary were built along the street with their side walls touching each other, which made the areas prone to spreading fire.

Large-scale Fires in Castle Town

In Edo period Kanazawa saw 68 times of large-scale fires with over 50 burnt houses. According to the record, these fires spread along the strip zones of Machiyas like the fire burnt along the fuse. However, very few of them spread into Samurai districts.

Result of the Simulation

The result of our simulation shows the fires spread along the street in Machiyas zones. Fires spread in a concentric manner if Machiyas form an expansive area. The fire spreads faster as it becomes larger and will not cease within Machiyas zones.

Fires are deterred by roads and distances between neighboring buildings and stopped by large estates of temples and Samurai residences. Garden trees also contribute to fire deterring function. Even in Machiya areas, if we take 5 Machiyas out, fires will not spread any further.

In sum we can successfully reproduce past large-scale fires of Edo period. Also, our model shows that the spread of fire in the present urban area is slower but more extensive. This is because the buildings are now fire-resistant but windows and doors are not. It may be said that the present city is more vulnerable to large-scale fire as most Samurai residences disappeared.

Conclusion

Dynamics of large-scale fires in the historical documents can be interpreted by the building conditions and spatial structure of the castle town. Our simulation model could effectively predict how large-scale fires occur in the future. Even in the present age danger of large-scale fires still exist.

In sum, we propose the following: 1. The necessity of fire proofing doors and windows of houses, 2. The proper layout of the open spaces, 3. Planting trees on these spaces, 4. The construction of fire retaining walls, 5. The effective use of the model fire protection measures.

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[916]

FROM MODERNISM TO MODERNISM: A POST-MODERNIST CRITIQUE OF FIFTY YEARS IN URBAN DESIGN EDUCATION AND PRACTICE.

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Urban design and city planning should be central to the theme of the conference. The focus of urban design and city planning is connections. The professions regard their role as mediating between the pluralism of interests that organize the city. As an educator and practitioner of urban design for over 35 years in Britain and 15 years in the USA - especially Arizona, I want to review my experience of changing concepts and their influence. My conclusion is that planners and urban designers are still stuck with modernist thinking which the practical world has rejected. Only in the increasing interest of traffic engineers in new (old) ideas of street design and multi-use of urban space do I see a new future for urban design that is central to achieving a lasting and important role as the connector and binder of the city

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[917]

HOW DOES HERITAGE FIT INTO THE DIALOGUE ON CREATIVE CITIES IN THE US?

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The popularity of the notion of the “creative city” has renewed interest in the potential physical, social and economic contributions of “culture” in urban development. While policies intended to encourage a “creative city” usually encompass arts and “creative industries,” the historic built environment is often assumed to play an important yet vaguely-defined supporting role.

While they might both be considered components of “culture,” in the US the fields of the arts and historic preservation are sharply divided. Although the movements have many similarities in historical motivation and contemporary aspiration, there are surprisingly few institutional linkages in the public or private sectors. This paper will compare the most important theoretical and practical arguments for the contribution of each of these fields to community building. It will also outline important distinctions in the dynamic between the public and private sectors and in the range of policy tools available in each field.

The paper will address deficiencies in the planning literature, which often embraces a generalized notion of “cultural development,” without differentiating the opportunities and limitations of its components. In particular, despite an established track record of contributions to urban revitalization (some problematic), preservation is not studied in detail by most US scholars of “creative cities.” This paper will propose several potential theoretical and policy linkages between two fields that can yield a more subtle understanding of the role of historic preservation. For example, preservationists have developed methodology for maintaining the “integrity” of publicly funded preservation activity -- are there lessons that can help maintain the authenticity of a creative milieu? What can promoters of cultural districts learn from the various types of historic districts? Should adaptive use of historic buildings be considered an important type of creative industry?

In addition to analyzing literature on theory and policy, the paper will also take a close look at several large cities to examine the possible interrelationships between policies promoting the arts, preservation and economic development.

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[918]

EXACERBATING THE DIVIDE: DUBAI'S WATERFRONT DEVELOPMENTS

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As it aspires to join the club of global cities, Dubai has in the last decade pursued an aggressive strategy to transform itself into an increasingly important node in the global grid of networked cities. To that end, numerous mega projects have been initiated and currently underway in support of the city's banking, finance, tourism, and real estate among other service sector industries.

This paper will focus on Dubai's waterfront developments that have aimed to transform the city's 45-mile coast to an elaborate 750-mile waterfront of exclusive real estate properties and land uses. Dubai's waterfront developments have been quite a novelty in transforming the local geography and landscape. They include the Palms, three man-made islands shaped after a palm tree, and The World, a group of smaller artificial islands that are made to look like the (political) map of the world. These new islands are intended as exclusive zones dedicated to housing, tourism, commerce, and business activities and uses.

Dubai's waterfront developments are the recent additions to the city's other privileged “urban islands”: special distinct enclaves surrounded not by water but by the rest of the city's non-descript landscape. They are spatial zones that are powerfully connected with other valued spaces across town as well as with like zones within the national, international, or global spheres. Examples of such developments include Media City, Internet City, Knowledge City, Sports City and Festival City.

These cities within the city establish significant locations and network nodes for the perpetual flux of network-mediated flows, movement, and exchange that mark the global scene. While this process of interconnectedness of privileged spatial zones is rendered imperative to the globalization process, a palpable process of disconnection is discernable at the physically connected places and locales. Put differently, as Dubai strives to seek a global stature, it resolves to reorganize its spatial composition to adapt to the confines of emerging global order. As such, Dubai's waterfront developments intensify the growing spatial, functional, social, and symbolic disconnectedness permeating the city. They deepen the city's fragmentation into exclusive enclaves and reclusive zones. They exacerbate the city's divide.

What are we to make of Dubai's waterfront developments that have already transformed the city's coastal geography and fragile ecology once and for all? What is behind their pursuit? What discursive methodologies are most appropriate to understand and evaluate these developments? What can be done to heal Dubai's fragmentation? How can we bridge the divide?

I will explore these questions in the context of the political economy of this rising city-state and will conclude with proposing strategies that can inform the work of planners and city managers as they strive to make Dubai humane, equitable, sustainable and inspiring.

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[919]

LOST SPACE: SECURITY ZONES AND NEW YORK CITY'S SHRINKING PUBLIC SPACE

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Urban scholars lament the loss of public parks and plazas in cities and suburbs, often blaming heightened security and behavioral controls borne out of economic priorities and anti-terror concerns. These latter concerns have become increasingly prevalent since September 11, 2001. In most major cities, owners and managers of government buildings, banks and courthouses have outfitted large swaths of surrounding streets and plazas with measures designed to thwart potential terror attacks. These government-sanctioned 'security zones' include closed streets, concrete barriers and bollards, and ditches and moat-like structures. In emergency situations, these are reasonable impositions to protect residents and visitors. But as threat levels fall, these zones fail to incorporate a diversity of users, privatizing the space for appropriate visitors with security clearance.

The ubiquity of these security zones encourages us to consider them a new land use type. To support this statement, we describe results of site visits to two high-profile New York City neighborhoods with a number of potential terror targets: Civic Center - and its many civic and governmental buildings - and the Financial District - with its numerous economic institutions and corporate headquarters. Using a simple tool we developed, we find that 27% of aggregate non-building area in the two districts is now in a security zone. Interestingly, the percentage of security zone space within each district is relatively similar, providing insight into how terror targets are internally and externally defined and justified. This loss of public space has serious implications on the physical and social character of cities, and deserves a more pragmatic examination than it has yet received. Our empirical study informs planners, policy makers and property owners of security zones, and argues that this new land use type is an important and permanent feature of 21st century global cities.

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[920]

ISTANBUL : A CITY IN THE PROCESS IMPROVEMENT AND REGENERATION WITHIN THE CONTEXT OF INTERNATIONAL AND NATIONAL DEVELOPMENT

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The economic developments in the industrialized countries have led to the establishment of "information society" which is the next stage after the "industrial society". The changes in the characteristics of international relations ended traditional differences between national and international policies. This change taking place due to the pressure from modern economy and media created the development of tight relationships at international and national levels.

As the consequence of these new economic and social realities, a new global development has emerged and this development, while changing the traditional international policies, is taking also the place of the traditional national policy and redefines the physical space of Istanbul.

In other words, Istanbul's important spatial transformation periods are should be considered by analysing and comparing historical, local and national potentials, and social and economic transformation facts in the world.

Since the second half of the 19th century, Istanbul has undergone an urbanisation process with a varied pace and characteristics depending on prevailing conditions. Especially starting in 1950s, Istanbul has entered a phase of spatial transformation and since 2000, the urban divide has become apparent.

Istanbul, in this process, is going under a very rapid development and transformation both at economic and social level which is called "metropolisation" under the perspective of urbanisation.

Istanbul metropolitan area which developed largely in a spontaneous and illegal context, has shown changes which lay at the forefront of current plans, in the process of becoming international / global metropolitan financial centre due to the policies in the past 20 years leading to decentralization of industry and to the rise of services sector.

On the previously industrial land, following the decentralization of industrial areas after 1985, a new organisation and conglomeration offering international and national services, has emerged to replace the unorganised and cluttered current business area.

First application to recreate physical space in Istanbul started with the transformation of industrial areas into areas used by services industries and continues to expand. The fact that Istanbul became the Cultural Capital at 2010, has brought to the attention the replanning / redevelopment of spontaneously and chaotically established physical space with a higher quality. Unfortunately, transformations are carried out partially and therefore they bring about physical, social and economic divide in these spontaneously developed areas.

In this article, the application and projects for the re-creation of urban space within the context of Istanbul's role as global service metropolis and as Cultural Capital 2010, are analysed and discussed at physical, economic and social integration levels.

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[1921]

A REVIEW OF RETAIL TRADE AREA MODELS AND THEIR APPLICABILITY TO URBAN PLANNING AND POLICY

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An effective retail development strategy requires a thorough understanding of the spatial and other relationships between retail activities, urban structure and development, and urban policies (land use regulations, taxation, transportation, downtown and neighborhood revitalization). Trade Area (TA) models have been used to assess these relationships in a designated area, and can be expanded to a whole urban area. The purpose of this paper is to critically review the literature on U.S. urban retailing policies, and to assess the applicability of TA modeling techniques to designing these policies. The review focuses on four major policy issues related to retailing: 1) Downtown Revitalization, 2) Big-Box Store Development, 3) Metropolitan Growth, 4) Transportation Planning. The applicability of TA modeling techniques, including conventional and regression TA models, is discussed.

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[1922]

NOOS. NOT ONLY ONE SOLUTION. AN URBAN DESIGN PROCESS

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The aims of the paper are 1) to illustrate the activities of urban design by defining and describing a process and 2) to discuss the roles of urban designers within the process.

Urban design, according to the several definitions provided or collected by urban design theorists, such as Clarence Stein, Kevin Lynch, Francis Tibbalds, Jonathan Barnett, and Ali Madanipour, can be described through five characters.

1. UD is interested in the (urban) form made, in the process to make it, and the management of what has been made.
2. UD is applied to different scales and different portions of urban environments.
3. UD is part of the processes of the production of space.
4. UD involves different skills and technical knowledge.
5. UD favours an objective-rational process rather than an expressive-subjective one.

Starting from these five points the paper emphasizes the role of process in the urban design activity as a way of managing the internal dynamics of a projects. Process is considered a mean to help designers in their role of project manager. A role which is to plan, to control, and to co-ordinate a project from conception to completion. The paper proposes an organized 9-step process: Instances-Knowledge-Summary-Options-Dialogues-Master Plan-Communication-Details-Implementation.

The process is called NOOS which stands for Not Only One Solution. The formula reiterates that urban design, like other design activities, not only permits but demands, that different answers and different solutions can be given to a (urban or development) problem .

The proposal and the organization of a design process is not, therefore, an attempt to shape a deterministic process which would lead, given certain inputs, to only one output. To use a process means to employ a structure, a route strategy, which helps the designer to move towards the target, not necessarily to get there early. NOOS, is also an ancient Greek word that means reason, mind, intelligence, wisdom, but also, "project" and "plan", in the meaning of intention.

The paper also discuss two roles of urban designers. The first is that of "director of spatial rules" and the second is that of "broker (and promoter) of design processes".

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[923]

DOES WALKABILITY MATTER?: TESTING THE EFFECT OF PATH WALKABILITY ON TRANSIT USERS' MODE CHOICE AND ACCEPTABLE WALKING DISTANCE TO THE STATION

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This paper will be drawn from the conclusion of my dissertation research, which tests the effect of micro-level walking environment called path walkability on transit users' mode choice (walk vs. automobile uses) and walking distance to the station. The first step was to redefine walkability to embrace more urban design concepts. Pedestrian safety and level-of-service have been major issues in defining walkability, but this research also includes many urban design-related qualities that have long been overlooked, such as landscaping, luminosity, street scale and enclosure, and façade permeability and transparency. This research also developed an objective way of measuring walkability. Extensive street measurements and a walker perception survey were conducted in the Mountain View station area in California. Based on the survey results – travelers' perception about their walking routes to the station and measured walkability of the routes, this research developed a composite walkability index, which can be used to evaluate the walkability of each street segment or one's walking route. The early findings from the walkability measurement and evaluation were presented at the ACSP conference in 2006 (Session 15-2: Environments for Walking and Children).

By using the composite walkability index, called “Mountain View Index,” this research tested the effect of path walkability based on the result of another transit user survey. The second survey was conducted by distributing self-administered questionnaires to the entering transit users at the gates of the downtown Mountain View Caltrain station. The user survey collected the access mode choices and socio-economic data from transit users, who made trips from their home to the Mountain View station. The most critical information was the routes drawn by 249 transit users, including 150 walkers, who walked to the station, and 99 auto users, who had “previous experience” walking to the station. The walkability of those two groups will be analyzed along with socio-economic variables to test the effect of walkability on their mode choice (by using a binominal logit model). This testing method, which is based on real users' environmental perception, is completely different from what the author presented in one of the transportation sessions at the 2007 ACSP conference (Session 14-17: the Transit Experience). The possible correlation between the walkability and walking distance of the 150 walkers to the station will also be analyzed (by using a multiple regression analysis).

The major goal of this research is testing urban designers' claim on the possible effect of walkability on walking travel behavior. If this research finds that walkability plays a significant role in travelers' mode choice decision and acceptable walking distance to the station, it could give planners another viable solution for many struggling transit towns. Most planning efforts regarding today's transit-oriented developments (TOD) focus on increasing housing density near the station and thus decreasing travel distance to the station. As a result, transit operators may see some increase in ridership, but many transit-oriented developments eventually fail to grow as a vibrant transit town, because those short trips cannot create the enough number of people on the streets, which is critical to vibrant public space. If this research proves that a good walkability encourages transit users to walk over drive, and walk farther to the

station, improving walkability near the station could be an important planning tool for future transit-oriented developments.

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[924]

NOT DENSITY NOR MIXED USES, BUT STREET PATTERNS AND TOPOGRAPHY: URBAN FORM DIFFERENCES OF WALKABLE NEIGHBORHOODS IN SEOUL, KOREA

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It has been widely accepted that increased housing density, mixed use, street connectivity among others are critical urban form elements contributing to more walkable neighborhoods in the North America.

This paper explores urban form differences of walkable neighborhoods in six residential areas of Seoul, Korea, where eleven-million people reside in the area of 605.5 Km². The goal is to examine how certain urban form elements operate in demonstrating the differences of each neighborhood's walking conditions. The research methods include literature reviews of existing studies, GIS analyses, and site observations on walking and neighborhood forms.

The criteria of selecting representative cases include neighborhoods' housing types, ranging from single detached traditional houses to recently redeveloped high-rise apartments; topography such as slope; street patterns; developed periods and concepts; recent neighborhood improvement actions; statistical data, such as population, area size, housing density, mixed uses; etc. The selected six cases are Gahoe-dong, Sanggye7-dong, Shiheung3-dong, Hangdang2-dong, Gaepo3-dong, and Sungsan1-dong. The urban form elements of reflecting walking conditions in residential neighborhoods include twenty indicators, grouped in three characteristics such as street related (S1~S5), network related (N1~N6) and region related (A1~A9).

The findings of this paper point out that contrary to what was found in the similar cases of the walkability studies in the North American residential neighborhoods, the critical urban form elements, such as

densities (residence, population, street connectivity, etc) as well as existence of and distance to walking destinations (grocery stores, bus stops, schools, local commercial shops, etc) did not show much differences in six Korean neighborhoods' pedestrian environments. Instead, the indicators, such as ratios of certain street patterns, street slope, lot size, pocket-park ratio, and existence of adjacent major commercial centers contributed to major differences in those neighborhoods' walking conditions.

The contribution of this paper is that it brings different perspectives to the commonly known urban form elements in walkable neighborhood discussions. This paper is part of a larger research project, which is currently on-going. Modified by further studies, it would be useful in evaluating and then planning more walkable residential neighborhoods in Korea and other regions.

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[925]

SEEKING A SUSTAINABLE DESIGN FOR FLOOD AREA OCCUPATION: THE SAO PAULO, BRAZIL CASE

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This paper focuses on the Tiete River that crosses the metropolitan area of the city of Sao Paulo, Brazil, and makes a critical analysis of the implications of a deleterious growth pattern that has been established in the area. It also presents an approach for sustainable recovery of the area and proposes urban design alternatives for recovering this kind of occupation.

Most of the Sao Paulo urban fabric is located in the Tiete River basin. Its flood area is very extensive, and because it is difficult to control the water level throughout the year, the basin was left unoccupied until the first quarter of the 20th century, when the city rose to a leading position in the country's economy. Urbanization occurred on the fringe of the flood area, which soon was viewed as a potential area for occupation. The channeling of the river was carried out between the 1940s and the 1960s and the flood area was occupied. A process of environmental degradation started after that.

In 2002, the municipal government of Sao Paulo approved the Strategic Master Plan of the City (Municipal Law 13.430/2002). One of the main novelties of the plan was the recognition that environmental issues were of crucial importance. The municipality was divided into two macro zones of environmental protection. The main points addressed by the Strategic Master Plan of concern to this paper are those related to rivers and flood areas. It includes the creation of linear parks in valleys, along with the community infrastructure needed to develop leisure and recreational activities. It also acknowledge the need of the removal of communities located in risky flood areas and building of appropriate housing somewhere not far from where they were before.

Considering that most of the city's urban area is located inside the Tiete River Basin and that the river has a severe level of degradation, the recommendations of the Master Plan are very vague. It presents general guidelines that do not address the Tiete River specifically or even rivers in general. The present work points out the faults of the occupation of the Tiete River flood area, and the urban design pattern followed by many cities in Brazil. It also presents an approach for sustainable recovery of the area and proposes urban design alternatives for recovering this kind of occupation.

The relevance of this work to planning education would be the discussion of the importance of recovering natural settings in order to improve the quality of life.

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[1926]

GOOD LIVING AND HISTORIC CITIES: SOME FAVOURABLE DEVELOPMENT

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The question is: are there cities, in the economically advanced countries, where people do enjoy their lives? Traditionally planners and sociologists are engaged into monitoring malaise; even indicators are suited to measure uneasiness in a wide variety of fields. Our attempt is to reverse such approach, looking for cities where people live well and trying to identify causes or conditions explaining such performance.

Our starting hypothesis is that there are “happy cities”, where a collective well-being goes together with a high quality of life. What is more relevant, these happy conditions can be found in the framework of an affluent society, discarding all literature about the happy poor cut off the stress of modern living.

As case studies we took some territories coordinated by minor urban centres on the hills; here the small size (between 10.000 to 30.000 inhabitants) helped to keep alive local traditions, but did not hamper the development of a contemporary culture of life, as witnessed by the permanence of the young generations. A strong identity seems descending from the look and the shape of the city, but the visitor can recognise also other contributing elements: the use of the historic core as a place for social gathering, an easy going general attitude, a quiet mix of different ethnic groups (due to the presence of immigrant workers), an orderly layout of the recent developments. Once we had found the statistical evidence of a high level of income and of social services (what constitute the precondition of our research of quality in an economically advanced society) we tried to understand how such quality is perceived by the inhabitants or, in other words, if we can speak of “public” or “urban” happiness. We did this through a survey on a sample of 200 residents, split by sex and age class, interviewed in cafés, restaurants, squares, churches both in the central core and in the periphery. A number of different items were investigated –system of relations, belonging, politics and religion, identity and values, leisure, mobility, housing choices, job satisfaction- with the aim of finding evidence and conditions of an enviable structure of urban life. Although the surveys have to be accompanied by other kind of investigations –to privileged subjects or in other urban centres- some results are of great interest.

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[1927]

DECIPHERING DESIGN CODES: A STUDY OF REGULATORY FRAMEWORK FOR PLACE-MAKING IN THE US AND THE UK

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The gap between planning and design of urban space has widely been discussed, particularly, the issues of quality of the public space, and the aesthetic of urban character or the “sense of place”. In recent years urban design codes have increasingly been perceived as tools used in

design and planning process to deliver better quality development both in the US and the UK. These two countries share many urban issues in common such as the failure of modernist planning concepts, the revitalization of central cities, and the rise of urbanists' concepts in community design, “urban village” in the UK and “new urbanism” in the US.

Based on content analysis of literatures regarding design codes in the UK and form-based codes in the US this paper explores similarities and differences between British and American theory and practice regarding urban design and planning in general. Then the paper looks specifically at place-making process from the product-oriented point of view by addressing three attributes of urban design regulatory frameworks which are “kits of parts”, “sets of rules”, and “pattern books”.

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[1928]

EVALUATING REGENERATION IN HISTORIC CONTEXTS: THE UK EXPERIENCE

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This paper examines the challenge of evaluating the regeneration of historic built environments, and presents methodological and other lessons from an ongoing research project in the UK.

It describes the design and implementation of a longitudinal (ten year) study of a number of historic townscapes across Britain run under the auspices of the Heritage Lottery Fund. It asks to what degree is it possible to capture and disaggregate the changes brought about through targeted regeneration spending, separating these out from the effects of other, economic, social and policy changes acting independently of it. The paper will show that area wide heritage revitalisation can be a means to broader social and economic regeneration, but only under very specific conditions.

The paper is illustrated by a series of different cases, at different urban scales and in different planning and conservation contexts in order to argue that it is possible, ultimately, to predict and generalise about the utility of heritage investment for regeneration ends.

Finally, the paper will present a case for further research in this area and will make a call for holding an international symposium on the experience of area wide heritage in the regeneration of towns and cities.

[1929]

VILLAGERS IN A WORLD CITY: CENTRAL LONDON RESIDENTS, INNOVATION AND THE PUBLIC REALM

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In 1999, the publication of the Urban Task Force Report, *Towards an Urban Renaissance*, provided a boost to an emerging commitment to urban design and place making in British city centres (Urban Task Force 1999). In 2000, London's first directly elected mayor set out a target that London should become the leading world city. Central London, in contrast to many other UK cities, has historically hosted a significant residential population. This paper reviews the experience of those Londoners living in the central zone, focusing on the public realm, in the last decade. It considers the tensions exacted on residents by their central London context, with its booming property market, complex governance structures and soaring house prices. The congestion zone only temporarily mediated pressures on traffic and pedestrian space. Despite these negative influences, residents' groups continue to organise and to cherish and improve their localities. Community involvement is championed in urban design theory but poses considerable challenges in practice (Carmona et al 2003).

Drawing on a wealth of secondary and primary sources, including policy documents, contemporary accounts and interviews with key stakeholders, the paper will argue that resident activism has led to ground-breaking innovations in UK practice. Kensington High Street and Seven Dials, both examples of major public realm schemes will be discussed. These two case studies will be interrogated with regard to process and design. The significance of leadership and partnership will be highlighted together with the challenges that each poses to current professional norms and standards for highway engineering and public realm design (Hamilton-Baillie & Jones 2005). The paper proceeds to contrast these completed projects with a scheme for Sloane Square, a professionally led project that was stymied by resident protest.

Following this discussion, the paper will conclude by drawing out the implications of these projects for urban design theory and practice. The potential for resident involvement in similar schemes in a world city context will be assessed.

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[930]

THE SUCCESS OF URBAN OPEN SPACES IN ISRAEL: IS GREEN REALLY GREEN?

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The need for public open space in urban areas has become an accepted doctrine in planning practice, and the standards for supplying it have become codified into law in many countries including Israel. Recent work in Israel, by environmental NGO's and the Ministry of the Environment have criticized the standards as being insufficient, and advocate a higher standard of up to 14 sq.m. per person. Yet, the experience in many Israeli cities is of plenty of open space that is unused and uncared for, and with a harsh pedestrian environment. Standards are the same for large and small cities as well as small suburban communities, largely disregarding the type of housing and the availability of private space, as well as local climate.

This paper presents the first stage of research that aims to examine the utility of existing planning standards for urban open space in different contexts. It goes back to reviewing the justifications for the need for urban public open space, and the way these have been institutionalized into the planning systems of countries and cities. It continues to review the literature on why public open spaces are successful or not and what are the critiques of the existing open public space provision system.

Based on this review, a research program for examining the usefulness and success of neighborhood public open space is developed.

[931]

URBAN DESIGN, IDENTITY AND GLOBALIZATION

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The proposed abstract is drawn from the doctoral dissertation in the works which I'm carrying on in the University of Pavia (Italy), Department of Territory and Building Engineering.

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The feeling of being in a place comes from the perception of its shape: the feeling of being in a urban place comes from the perception of its internal thresholds and its external edges. The quality and quantity of edges and thresholds depend on two large factors of urban design: density of filled and void areas and shape of edges of urban space. This work aims to demonstrate these elements are characterizing aspects of any urban culture, and they should be thought at and used as crucial factors to design cities and places fostering local place identity.

The analysis will consider eastern urban cultures such as the Chinese and the Arab ones, to show how the idea and feeling of place can change and how this change can be understood through the study of spatial density and shape of spatial thresholds and urban edges. Under the globalization process, these cultures are now gaining a superficial look of western urban characters: is this a qualifying transformation? Can we find a way to plan and design a specific urban identity by using not only a certain "quantity" of density but a particular "quality" of it, thus reaching a differentiation of edges and spaces?

The "quality" of density defines a gradual differentiation of internal thresholds which can mediate exchanges between different community identities, those ones sharing the same place. This density must be designed by providing "intelligent" voids areas which can adsorb strong differences and transformations in the long time lapse, thus creating a certain space for the displacement and change of internal thresholds in the city. This kind of density is deeply connected with a concept of open urban structure, which takes in consideration the real complexity of the city and gives instruments to face identity and ecology questions in the globalization age.

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[932]

THE URBAN DESIGN STUDIO AND ITS IMPLICATIONS FOR PLACE-MAKING PROCESSES: THE CASE OF CARNEGIE MELLON'S URBAN LABORATORY STUDIO AND REMAKING CITIES INSTITUTE

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In recent years, place-making has often been understood as the process underlying the products of good urban design. Particularly since the advocacy movement in the design and planning professions in the 1960s, place-making has become a hallmark of contemporary urban design strategies through its emphasis on physical interventions and design processes that create and preserve the identity, coherence and meaning attached to physical space (Norberg-Schulz in Nesbitt 1996:414; Berleant in Menin 2003:42). Equally important to the processes and products of place-making are the new forms of knowledge production and dissemination that it requires. As put by visionary urbanist Kevin Lynch, "good city design is being done against odds and the schools can build the knowledge base for it" (Lynch in Pittas 1982:110). Since Lynch made this particular assertion in the early 1980s, outreach urban design studios-- of either technical assistance-based or curriculum-driven models-- have redefined the way place-making is taught and achieved in practice.

The technical assistance model suggests that pedagogies and practices of place-making can be best achieved when universities, through its students and faculty, become active decision makers in the physical interventions of neighborhoods (Reardon 1998). However, the curriculum-driven model suggests that learning and ultimately achieving place-making is possible when universities maintain their role as a knowledge-building source for students and the full range of stakeholders in urban design and physical planning strategies (Arefi and Triantafillou 2005). This paper explores the following question: How do universities --via curriculum-driven urban design studios-- affect place-making processes by serving not as an implementer but as a repository and purveyor of knowledge to the full range of existing and future decision makers in a locality?

This paper utilizes a case study approach supplemented by a historical retrospective of the role of outreach urban design studios in shaping design and planning practices and pedagogies guided by principles of place-making. The emphasis on the role of universities in place-making is informed through accounts of the recent work of Carnegie Mellon's Urban Laboratory urban design studio and its administrative/research arm, Remaking Cities Institute. Given the ubiquity of urban design studios in university design and planning programs alike, this paper hopes to 1) diversify understandings of how place-making processes can be initiated and supported cross-sectorally from within a university setting and 2) project its implications for urban design and physical planning practices.

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[1933]

ENHANCING INNOVATION ACTIVITY THROUGH URBAN PLANNING

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The paper addresses the question how planning may support realization of the inventive potential in cities. The theoretical part discusses the role of urban space in fostering creativity and innovations – the latter referring to multiple processes of inventing and re-inventing, which are recognized as a source of growth in the informational economy. Contemporary urban planning is influenced by two interpretations: the notion of 'innovative milieu' addresses regional economic systems and well-defined innovation networks (Maillat and Lecoq, 1992), while 'creative city' can be seen to provide a basis for inventions in the 'fuzzy' realm of human encounters and in the mixes of cultural flows that urban centrality facilitates (Jacobs, 1969). A third, place-based and embedded approach is emerging, not focussing on consumption (Zukin, 1995) but on new sites of cultural production, physically often connected to renewal of former industrial areas (e.g. Lehtovuori et al., 2003). The empirical part of the paper summarizes the results of 24 case studies on how infrastructures for innovation and creative environments are currently being developed in nine cities around the Baltic Sea Region. The case studies, which were carried out in October-December 2007, were based on expert interviews and on-site analysis. The paper identifies three approaches to plan for innovation: to take the innovation activity as a target, a resource, or a by-product. While the first represents the current mainstream approach, the paper encourages planners to draw more attention to the second: to adopt enabling planning practices in order to support 'found' places of innovation.

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[1934]

PRESENTING THE PAST: THE IMPACT OF URBAN MORPHOLOGY IN SHAPING URBAN CHANGE

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What are the intrinsic qualities of our cities that we chose to celebrate? How can we observe, measure and understand these attributes? How can we enhance our cities through a categorical appreciation of locus?

This paper proposes an exposé of urban practice that has failed to curate cohesive form in our cities; as evidenced through the

unconstrained architectural development that perpetuates urban discontinuity.

The focus of this paper is to outline an archival research method that enables quantitative morphological urban data to be analysed and transcribed into mapping diagrams; evidencing intrinsic urban qualities from which incongruous development can be identified, and consonant urban guidelines formulated. A case study will provide an application of this method by using mapping diagrams in the city of Brisbane over the past 150 years.

The paper furthers the geographical approach to urban morphology; the forensic taxonomy of urban archival plans that was pioneered in the work of researchers such as MRG Conzen. If an urban 'DNA' can be identified and described, then the genealogy of its built characteristics can guide its continued growth.

The relevance of this research lies in its potential to breach the limitations of current urban site analysis whilst continuing the evolving currency of urban morphology as a necessary conditional preface to urban design practice; providing context to the built environment to inform building design, especially in areas of urban renewal.

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[935]

CIVIC PLANNING AND THE SANITISED COMMUNITY

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The idea of community is a long-standing theme in 20th century urban planning. Also in contemporary planning the importance of community is underlined. Many often used terms such as social cohesion and social capital include such intentions; pointed is at the territorial dimension and the role of the spatial design on the social level. At the other side is, nevertheless, spoken of society as 'drift sand' or 'social foam' (Sloterdijk), and important points of departure in the contemporary spatial sciences derive from such counter sides of communitarian thought.

In the 1970's three main paradigms were distinguished: community saved, community lost and community liberated (Wellman/Leighton). These paradigms are placed against the background of a structural development in society. At the beginnings of the 20th century the change from *Gemeinschaft* to *Gesellschaft* highlighted an important turning point. At present, however, we are confronted with a new turning point, which causes inadequacy of current theories of urban sociology, as Appadurai remarked. This turn is pointed at as the change from (simple) modernity to 'modernity at large' or 'reflexive modernity'.

The period that lies in between these two moments is characterized by application of several spatial concepts in which the dominant aim is the striving for a so-called 'sanitised' or 'anti-septic' community -

an improved community that excludes the insecurities and (social) pollution of 'natural' or older ones.

Above conceptual framework is briefly elaborated and illustrated by several controversies about the modern interpretations of community and civic design - e.g. Gropius vs. Hudnut (USA) and Perry vs. Abercrombie (UK). Against this background, an example will be sketched of a contemporary spatial concept following the model of community saved: a controversial, neo-traditional district designed by antimodernist architect Rob Krier in Helmond, The Netherlands. The evaluation will be directed at the discrepancy between intentional and factual aspects of community, the role of spatial factors and the civic design principles of New Urbanism.

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[936]

BRIDGING INTERFACES

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The city is a system of divisions; bridging the divides creates urbanity: such is one of the major tasks of the city's physical fabric. Throughout civil and personal histories many types of 'interfaces' have been created in order to bridge one of the more important divides: the categorical difference between the private and the public realm. It is important to know these types and to understand their logic. Transforming the city should deal with them in a conscious and careful way. The paper addresses the hypothesis that the sense of urbanity is stronger when interfaces are existing on different levels of scale and if these are interrelated in a systematic way.

During the last two years, students have been doing explorative research into such interfaces within the context of their Master thesis. This resulted in a working definition of urban interfaces and in illustrations of interfaces from cities in Belgium, Croatia and Poland. In order to take the research one step further, a systematic investigation is deployed into the system of interfaces at the Belgian coastal urban network. First, diverging explorations into mapping and observation lead to an optimization of methodologies for such specific spatial analysis. Then, converging in depth research by analysis and by design reveals the qualities and potentials of the (system of) interfaces. Special attention will be given to interfaces with large recreational facilities. These are indeed not only typical for the specific coastal context, they also address an order of publicity which is dispersing progressively into everyday urbanism.

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[937]

POP UP CITY: TEMPORARY INTERVENTIONS FOR URBAN VACANCY

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Vacant land is the most visible by-product of ongoing population decline in shrinking cities. As in many older industrial cities, Cleveland, Ohio struggles with abundant vacancy and substantial gaps in existing development patterns. Much of the city's vacant land is poorly maintained or abandoned. The sheer volume of vacancy is a blighting influence that undermines the vibrancy and vitality of the city. But there are vast, untapped opportunities in Cleveland's vacancy. Pop Up City is an initiative of the Cleveland Urban Design Collaborative at Kent State University that attempts to extract value from vacancy by transforming underutilized land through productive, innovative short-term uses. The temporary use movement has become a phenomenon in Europe, particularly in Berlin where former industrial and commercial properties are being transformed into temporary market places, venues for extreme sports and cultural events, outdoor art installations, gardens and agricultural sites, and community gathering places. Temporary uses are intentionally low-cost and limited in duration. They provide a holding strategy that activates vacant land in ways that do not inhibit (and can often facilitate) a long-term, profitable use. The paper presents a series of strategies for instilling the temporary use as part of the culture in shrinking cities. The paper includes US and European examples of temporary use projects, with a detailed case study of the Pop Up City initiative in Cleveland, Ohio.

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[938]

DEVELOPMENT OF THE URBAN DESIGN OF PUBLIC HOUSING PROMOTION NEIGHBORHOODS IN LISBON

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The present paper focuses the evolution of the urban design taking place in the large neighborhoods of public promotion in Lisbon.

Within the urbanistic dynamics associated to the large public housing promotions (LPHP), it is possible to identify distinct times and framings, which are associated to different urban outlines. Lisbon represents on this matter a rich built experience.

During the dictatorial regime (1926-1974), urban morphology was primarily configured by neighborhoods of single family villas. Examples of this are the Encarnação, Alvito, Qta do Jacinto, Alto da Serafina, Alto da Boavista or Madre de Deus neighborhoods, in the 30's. Later, already in the 40's, new collective housing buildings typologies were introduced in Alvalade neighbourhood, with a relevant reflex on the urban form. This architectural typology gains expression during the 60's in Olivais and Chelas neighborhoods, in which the urban language is strongly associated to the modernistic experiences in Portugal. All these promotions reflect a specific practice significantly associated to the political context, although they can be distinguished on an architectural and urban form level.

With the democratic regime implementation in 1974, important changes in the standings of the Government towards housing promotion were adopted. At this time, the Telheiras neighborhood appears as a transition in the accomplishment methods, with reflexes on the form of urban space. A more enterprise dynamics is introduced and the role of the private partners is intensified as we can see in Alta de Lisboa urbanization.

Although these different approaches to LPHP constitute important case studies to urbanistic discipline, with distinct outcomes in the urban design, their effects in Lisbon neighborhoods is still to be evaluated.

Several representative neighborhoods of each timeframe were analyzed, considering national and international political context and urban dynamics, in order to develop a conceptual framework establishing a comparison between the planning procedures and the outcome urban design.

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[939]

HOW DO THE MATERIAL FORMS OF THE PUBLIC SPACE MATTER IN PUBLIC VISIBILITY OF TURKISH MIGRANTS IN AMSTERDAM?

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Recently, immigrants have been highly debated in formal and informal platforms in West European countries. These debates have mostly concerned about the negative aspects of the immigrant related issues such as illegal immigration, urban poverty, urban criminality, social / spatial segregation, extremist religious tendencies and so on (Tisdall; 2005, Philips; 2005). The main problem emerging in these debates is the presupposition of a fixed immigrant identity that can be defined through ethnicity, race, and religion. This reinforces an 'us versus them' distinction, and privileges some groups while excluding the 'Others'. This attitude provokes uneasiness related to presence of strangers and promotes assimilative approaches against immigrant groups (Mouffe; 2002).

However, urban space accommodates many different social groups, and many commentators propose that a well functioning public space involves the co-presence of social differences (through being present and 'visible' to one another), and permits the expression, and the learning of acceptance of diverse life-styles and choices, and of deviations from an ostensible 'norm' (Sennett; 1970). This approach embraces heterogeneity as a positive feature of the 'public', and argues against the 'assimilation' of 'differences' (Young; 1990, 173, Mouffe; 2002, 15). This is, according to some, a necessity condition for the constitution of a modern metropolitan 'body politic', in a globalizing and mobile world, where, rather than focusing on fixing or assimilating identities, we see how new identities and alliances may begin to be formed in complex overlapping configurations which cross traditional lines of ethnicity, class, gender etc. (Urry; 2000, 49-77). But first, as Sennett argues, in a public of differences, we need to learn an 'adult' acceptance of others through the way they present themselves in urban public space and confront us with visibly different urban lives. (Sennett; 1970, 1974, 1990, Young; 1990)

Following, our research concerns with showing the way an ordering of public space as interface of daily involvements with different scales of movement networks (Hillier & Hanson; 1984, Read; 2004). The forms of public space which is urban ecology itself (but different than what The Chicago School proposes) might be understood from the configurational conception of urban space which deals with relations between patterns of street networks (Hillier; 1998). Accordingly, the idea of visibility is a factor of topological depth that conceives different degrees of visible 'publicness' in urban space and an urban 'structure of visibility'. Given that we propose that visibility structure is topological and through this conception we can 'operationalise' Sennett's public visibility idea.

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[940]

VISUAL EXPOSURE AND VISUAL OPENNESS ANALYSIS MODEL USED AS EVALUATION TOOL ALONG THE URBAN DESIGN DEVELOPMENT PROCESS

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This paper reports on a preliminary development of a Visual Exposure and Visual Openness analysis and evaluation model for the urban environment. I propose a measurable morphological approach that could contribute to the planning and design process as a control and evaluation model to evaluate existing configurations, also to be use along the urban design processes.

Visual Exposure, referring to privacy aspects in the built environment, and visual openness are major aspect influencing the human environmental quality. A decrease in visual openness to the view and a lack of visual exposure relating to privacy may bring about deterioration of environmental quality in dense urban environments, both of which can be expressed in terms of economic attractiveness. In order to preserve and recouping investments of high density urban environments, urban attractiveness must be maintained, such as the issues of visual openness to the view and visual exposure.

The analysis methods presented in this paper are related to quantitative spatial-analysis methods that refer to visibility and

accessibility in space (Benedikt, 1979; Hillier, 1996; Batty, 2001). The comparative evaluation of the models is applied on varied three selected case studies: Bat-Galim in Haifa, Israel, Bavli in Tel-Aviv, Israel and Nora Hamnen, Helsingbor, Sweden. All case studies have variant characteristics and morphological features but in all the built density is of 10 residential units to 10,000 sq.m. The case studies evaluation enables to rank the variant building morphologies in regard their visual exposure and visual openness levels.

This analysis can contribute to define building geometry enabling high levels of visual openness and low levels of visual exposure (positive relating to privacy aspects) or low levels of visual openness and high levels of visual exposure (negative relating to privacy aspects). This research may contribute to the design of future urban fabrics relating to visual openness and visual exposure in the built environment.

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[1941]

MANAGING CHANGE IN URBAN WORLD HERITAGE SITES

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A key feature of urban planning and regulation in much of the urban developed world is the tensions that exist between pressures for growth and change and for alternate pressures for conservation and continuity. These issues are often particularly marked in those cities whose heritage is contested or where one could say that there is a hybrid heritage. This paper seeks to undertake a preliminary exploration of these issues with reference to a very particular category of historic cities – those which are also World Heritage Sites, or which have World Heritage Sites at their heart. World Heritage Sites sit at the pinnacle of international heritage status, with their claim to ‘outstanding universal value’. Despite this they have received relatively little attention in UK central government legislation and policy. Indeed, designation brings no additional planning control in the UK. The difficult task of managing city-based World Heritage Sites as dynamic, economically successful places and vibrant locales, whilst sustaining the cultural values that underpinned world heritage inscription, has usually principally been left in the hands of the relevant local planning authority (albeit subject to pressure from the international regulatory body and from national chapters of international pressure groups). Often there are strong pressures for growth that are difficult to reconcile with conservation objectives, particularly in places where there is little consensus about the purposes and types of heritage in general, and of World Heritage Site status more specifically. Drawing on experience in a number of urban World Heritage Sites in Europe and beyond this paper identifies and explores evolving issues in the planning, management and regulation of world heritage cities. The central research question is: what urban interests are served by World Heritage Site designation, and how does this vary between places? Key themes include: issues of boundary setting; the multi-scaled politics of WHS regulation; and the basis for decisions about conservation and change in what are often extremely heterogeneous heritage landscapes. We focus on one particular issue which has generated much concern internationally, namely the new wave of enthusiasm for tall buildings across the developed world which have the potential to radically alter – for good or for bad - the character of urban World Heritage Sites.

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[1942]

POSTER: CONTEMPORARY URBAN DESIGN IN BRAZIL: BEYOND BRASILIA

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This poster depicts the major findings of a recent research on contemporary Brazilian urbanism. Based on twelve case-studies in different Brazilian cities, the investigation assessed the practice of recent Brazilian urbanism, its role in shaping the public realm, and in promoting social and economic development. After its peak in the late 1950s and early 1960s with the inauguration of Brasilia when it was internationally recognized, Brazilian urbanism vanished from journals and scholarly publications (Andreoli and Forti, 2004; Fraser, 2000). This was caused in part by the growing criticism of modernism, but also because the military regime ruling the country from 1964 to 1985 helped institutionalize a strong modernist development model. After Brazil's return to democracy new goals and models started to orient urbanism and focused on the existing city as a social artifact. The 1988 Brazilian Constitution and the 2001 City Statute strengthened the legal-political role of municipalities in regulating the city and conducting urban development: these would ensure the social role of urban land beyond its economic value, expanding on the principles of UN's 1992 Earth Summit and supporting the pursuit of a socially inclusive urbanism. Besides the widely published planning successes of Curitiba (Irazabal, 2005) and a handful of brief accounts on specific projects (del Rio & Pinheiro 1993; del Rio 1997; Fernandes & Valença 2001; Brakarz 2002), our studies reveal a wider field for studies, and plenty of advances and original approaches in contemporary Brazilian urbanism. Although modernism is still a strong influence it became only one of the multiple visions orienting planning and urban design. We were able to identify three major trends in Brazilian contemporary urbanism: a) late modernism or the attempt to continue modernist concepts adapted to the new realities, b) reutilization of the existing built environment through preservation, renewal and adaptation to market needs; and c) social inclusion, the valuation of public space and the integration of the lower income groups into the formal city. The poster will feature the formative years of Brazilian contemporary urbanism which grew from the expansion of democratic movements, the widening of cultural references, the growth of environmental concerns, and the impacts of globalization. It will also feature the case-studies representing the three trends, showcasing projects such as the Cultural Corridor (Rio de Janeiro) and the Pelourinho (Salvador) revitalization projects, the new capital city of Palmas, the formation of Sao Paulo's cityscape and the integration of its "terrain vagues", the future of Curitiba's planning conquests, the conflicting morphologies of Brasilia, and the upgrading of squatter-settlements in Rio de Janeiro. Brazilian contemporary urbanism serves the country well in its quest toward a pluralistic and culture-specific usage of the public realm, and it deserves more international recognition.

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[1943]

THE ROLE OF URBAN STREETS: A CROSS CULTURAL EXAMINATION

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Historically streets have played a very important role for various purposes such as a place to meet friends and neighbours, site for market and fairs, playground for children etc. In Asian cities streets provide a variety of public realms to people. A city's image is a reflection of its streets.

Streets are the spine of the city as well as public space for the people. Streets in cities serve many purposes beside carrying vehicles and pedestrian which we use every day that reflect the culture of the place and also affect the quality of life. Streets have multiple functions ranging from being a route for the movement of people and goods and public space for gathering. Uses of streets vary from culture to culture and the design of the streets is not always transferable from one culture to another. Streets in Western cities are mostly for movement of people and goods whereas in Asian cities it is much more than only movement. The aim of this paper is to examine the role of street in different cultural context.

Two case study cities from two different cultures, Adelaide in Australia and George Town in Malaysia, are selected to examine the role of streets. Qualitative analysis and observation survey is undertaken to evaluate the role of streets in different cultural contexts.

The paper demonstrated that even though a street is the spine of the city it has different roles in different cultural contexts. It concludes that understanding of local culture and specific needs are paramount for the design of streets to enhance the use and public image. It is also necessary to consult with local people and stakeholders for design inputs to foster their sense of ownership and acceptance failing which street will be unpleasant.

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[1944] PLANNING FOR YESTERDAY: MEMORIAL MASTERPLANS IN FIVE CITIES

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Memories fade only slowly. Memorials last forever. The number of memorials in most cities continues to grow, forming increasingly extensive and complex geographies of memory. This paper compares masterplanning concepts and strategies for locating public memorials in five major cities, and the evolution of these strategies in relation to new designs for specific sites. Three case studies (Berlin, London and

New York) are part of a larger ongoing study which examines the design, use and meaning of specific recent important memorial sites. Although all five plans are, by their nature, forward-looking, the other two cases (Washington and Canberra) provide a wider historical perspective, encompassing memorial landscapes developed several decades ago.

It is hard to gauge the 'strengths' and 'weaknesses' of strategic plans for public memorials, because unlike other planning aims, successful memorials necessarily involve painful memories and controversy, and the needs for future memorials and appropriate locations are hard to predict. It is difficult to measure memory against other current and future social needs. The aim of this research is to identify the aims and approaches of successful memorials plans, in terms of:

- the scope of constraints on available and appropriate sites (available vacant land, land ownership, size of memorials, cultural importance of the event memorialised, visibility, public accessibility, pedestrian accessibility)
- potential drivers for specific site selection (specific constellations of meanings, the potential for reinforcement or embellishment of 'mental maps', land ownership, surrounding land uses)
- opportunities for identifying new sites outside the framework (actual sites of tragedies or of artefacts, geographical particularities), and in particular examining ways in which individual non-conforming project briefs, competition entries or selected designs alter or critique received ideas about memorial frameworks)
- the impact of memorials on surrounding land uses and pedestrian movement patterns, and thus the interrelation between memorial plans, comprehensive planning, and everyday uses of the public realm.

The data sources include content analysis of existing planning and briefing documents and wider public and professional discourse; site analysis; participant observation of visitor behaviour at memorial sites; and analysis of third-party photographs of visitor behaviour.

[1945]

AN ANALYSIS OF THE USERS' SATISFACTION ON THE PUBLIC OPEN SPACE OF DOWNTOWN REDEVELOPMENT DISTRICTS IN SEOUL

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With the designation of 11 areas in 1973, urban redevelopment first started. Though a law on securing public open space was passed in 1992, public open space has not been used as a place for the public. This study intends to evaluate the Publicity of public open space within redeveloped areas in Seoul and to analyze the satisfaction of users of such space.

The method used to identify the satisfaction includes: first, the Publicity for 19 buildings located within redeveloped areas in Seoul was measured using site inspection and drawings; second, 2 buildings with high Publicity and 2 with low were selected; third, a survey was conducted on users the four selected buildings to identify their satisfaction level; fourth, based on the survey results, a comparison was made between the score of Publicity and the average satisfaction level perceived by users; fifth, analysis of variation was conducted to find if there was any difference in the groups between the Publicity

factors and satisfaction; sixth, regression was used to analyze how the Publicity factors impact the satisfaction.

Major findings from the study are as follows. First, the comparison between the Publicity evaluation and the average satisfaction level revealed that the rankings for the two index were the same. Samsung Plaza was found the highest in terms of user satisfaction level, followed by SK T-Tower, SK Seorin Building and Hanhwa Building. It can be inferred that the higher the Publicity of the public open space is, the higher the satisfaction becomes.

Secondly, the result of analysis of variation showed difference in accessibility, openness, aesthetic and manageability. There was also difference in accessibility and aesthetic for each week and weekend. Different gender represented variation in accessibility and manageability. Age showed difference in manageability. Occupation was found different significantly in accessibility and aesthetic. Mode of use revealed difference in accessibility and openness. Accessibility was found to be the common factor that all the groups showed difference in.

Thirdly, the regression for Publicity factors and satisfaction level proved significant when accessibility, convenience, openness, aesthetic and manageability were used as independent variables and the satisfaction level as dependent variables. The satisfaction level was high when the open spaces were in multiple locations, the approach to the space was well-defined, ground lighting was well-established, the space for landscaping was enough, and artistic works were easily noticeable. In addition, office workers and those working in the neighborhood were found to have a positive impact on the satisfaction level.

It can be suggested that the user satisfaction towards the public open space within redeveloped areas in a city will be enhanced if it is made more easily accessible and flat, and if its aesthetic aspects like landscaping are improved.

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INTEGRATED URBAN SPATIAL DESIGN AS A HARMONIOUS MEDIA: BRIDGING THE DIVIDE BETWEEN 'OLD' AND 'NEW' IN TRADITIONAL CHINESE TOWNS AND CITIES

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For the past few decades China has been enjoying the benefits of economic growth and improved living conditions resulting from modernization and globalization. These changes have been strongly influenced by modern western society and in many instances have had a disruptive impact upon traditional culture, regional identity and local characteristics.

A significant question posed by these current challenges is how to bridge and mediate the conflicts between 'Old' and 'New' in contemporary architectural and urban design practice. At present, urban design in China is facing the challenge of not only conserving traditional urban places – which have increasingly suffered gradual erosion or replacement – but also with developing and encouraging innovative designs that meet people's contemporary needs.

Many recent attempts to connect the 'Old' and 'New' have been limited to a visual pastiche with the simple imitation of traditional architectural forms and materials. Most contemporary architecture and urban places have thereby neglected the original essence and meaning of China's built environment.

This paper examines how the balance and harmony between 'Old' and 'New' can be approached through urban spatial design, which not only acknowledges external morphology but also the essence and spirit of a place. By reviewing the influence of ancient Chinese philosophies, theories, ideas and concepts related to the built environment, this paper evaluates their potential significance in guiding contemporary urban design.

Through case study analysis of Hexie (Harmony) in traditional towns and cities, the paper examines the characteristics of traditional space, including Yin (Implicit), Yu (Indirect), Xu (Intangible), Tong (Penetrative), Tou (Permeable) and Da (Progressive). It also proposes that dynamic approaches, such as Ju (the processes of cohesion and expansion) and Hehe (the process of harmonising and balancing a pair of oppositional elements in space), are fundamental to the essence and meaning of the formation of space.

Rather than continue to perceive 'Old' and 'New' as dichotomous entities, the paper suggests that we seek in traditional concepts of space a mediating, alternative approach to contemporary urban design. This approach does not advocate mere stylistic imitation, but proposes that new technology and materials are harmonised with an ancient conception of space. The important relationship that exists between people and places is thereby acknowledged with emphasis placed upon man and the built environment being regarded as an organic whole, both materially and spiritually.

*This proposal is partly drawn from an essential part of the doctoral research currently undertaken by Yue Tang and supervised by Professor Tim Heath, tim.heath@nottingham.ac.uk

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RESTORATION OF HISTORICAL AREA STRUCK BY MAJOR EARTHQUAKE – ATTEMPT TO DESIGNATE KUROSHIMA IN JAPAN AS NATIONAL HISTORIC DISTRICT --

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1. Purpose

Kuroshima is one of the well-preserved historical areas in Ishikawa region and has long been regarded as a good candidate for a National Historic District. On March 25, 2007, a major earthquake, Noto Peninsula Earthquake, hit the region and damaged many buildings including the historical ones. The Governments of Ishikawa Pref. and Wajima City with the help of Kanazawa Institute of Technology have launched a project to restore Kuroshima as a historically significant area by means of National Historical District Preservation Program. Currently there are over 70 designated districts across the nation but none was selected after being struck by major disasters. It is a big challenge to recover from quake damages and to restore historical environment simultaneously.

2. Historical Background

Kuroshima's history started as a port town in mid Edo Era and grew as a hometown for marine traders and ship owners. In the Edo Era major marine trade was between northern Japan and major cities like Tokyo and Osaka via Japan Sea because the nation was closed for foreign trade and Japan Sea was relatively safer to navigate. Therefore, there were a number of rich marine traders who built big houses in Kuroshima town. After Meiji Restoration domestic marine trade declined with the advent of nation-wide railroad network and as a result Kuroshima has lost its prosperity and forgotten for many years. However, in the recent years, the hunt for historical towns has been a boom for tourism and other local businesses and Kuroshima has regained its attractiveness. There has been a repeated discussion for Kuroshima to become a National Historic District but somehow it never becomes reality.

3. Research Contents

This research intends to present the historical significance of Kuroshima town and the way to recover from the earthquake damages made to its townscape. Also, we clarify the process to become a National Historic District as the only way to restore its historical value.

Last year after the earthquake we have formed an expert team composed of historians, architects, administrators, engineers and planners to take on this project. Then, we have conducted a thorough investigation of buildings, infrastructure and land to understand both the extent of earthquake damages and the historical significance. Based on our study as well as other studies in the past, it has been clear that from the viewpoint of townscape Kuroshima is well preserved and historically significant. Its wooden structure shows unique characteristics as the seaside location has differentiated its building style and the wealth of town has made buildings quite impressive.

At the same time our investigation revealed that among 230 houses in the town the earthquake has left more than 30 houses with extensive damages and 30 to 40 more houses with minor damages. More than 20 houses were either removed or rebuilt and therefore the historical environment is being endangered. To make the matter worse, because the town was built on the hillside area, the slopes and retaining walls were also damaged to weaken the building foundation.

4. Expected Outcome: Bridging the Gap

In order to bridge the gap between the present condition of disaster-ridden area and a well-preserved historical district, it is an urgent task to make the preparation to apply for the National Historic District Preservation Program. If the area is designated as a National Historic District, national subsidies will be paid to restore historical buildings and other environmental elements and tourism will make the town's economic base stronger.

This research will make the town more adaptable to the program as well as make the local governments and residents more ready for this challenge.

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THE RETURN OF "THE CITY THAT REFUSED TO DIE"? AN EVALUATION OF GLASGOW'S CONTINUING URBAN RENAISSANCE

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Michael Keating titled his 1988 book on regeneration, governance and urban politics in Glasgow, *The City that Refused to Die*. This paper looks at development in the city since then and reflects upon whether the city has not only continued to refuse to die but is also experiencing a renaissance. In common with most other British cities, Glasgow has seen significant urban development and change in its central area over the past twenty years or so. The same period has also witnessed the initiation and development of an express urban design policy agenda, which overlaps with and complements the urban renaissance policy agenda – the latter is epitomized by the Urban Task Force's 1999 report, *Towards an Urban Renaissance*

(UTF, 1999; UTF, 2006). Strictly the agenda applies only to England, but many of the key themes are equally applicable to Scotland - although the equivalent document, *The (Five/Six) Cities Review* (Scottish Executive 2003), was much paler. This paper presents a progress report and critical review of Glasgow's happening urban renaissance that seeks to highlight the city's achievements and shortcomings.

Following a review of the development of the urban design agenda and the urban renaissance agenda as they relate to Scotland and Glasgow, the paper's substantive content is organized in two main parts. First, a review of the physical development of the central city and a more general consideration of the general economic trajectory of the city in the post 1945 period. Second, a focus on developments within five specific areas within the central city. The first three lie within the city centre - the International Financial Services District; Merchant City; and the 'St Enoch quarter' to the south of the Merchant City – and on the areas to the south (the Gorbals) and to the east (the near East End). The latter areas form part of the 'rim of discontinuities'. Glasgow has embraced the challenge of brownfield development, masterplanning, city living, new governance arrangements, design-led regeneration, etc, but whether and how far it has experiencing an urban renaissance remains open to question.

The paper is based on a review of key documents, interviews with key actors and commentators, first hand observation and the outcome of an ESRC-funded seminar series on Urban Design and the British Urban Renaissance.

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CONTRASTING REALITIES: THE ROLE OF DESIGNERS IN MAKING URBAN GREEN OPEN SPACES USEFUL FOR CITIZENS

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Nowadays, it is difficult to draw clear borders between the roles of urban designers, landscape architects and architects in the process of shaping urban green open spaces. Although many of these professionals seem to be involved in designing urban open spaces, there is quite a lot of criticism about the outcomes of their work.

Professional literature offers diverging opinions about the similarities and differences between the three professions and the impact of these differences on the designed environment. These will be considered in the article while here only one is mentioned as it sums up the main line of the article

All designers have something very important in common - a CLIENT. According to Mien Ruys (1981) "The poor garden architect cannot function without an assignment, he would be like a cook without the ingredients for food. These ingredients encompass the condition of the site, the relation of this to its surroundings, the brief, and not to be forgotten, the budget". Nowadays, designers of urban space act more and more on the decisions of individual clients. Landscape architect and artist Martha Schwartz says "corporate

bosses are our new kings and queens". As a result of such a situation "you can't produce sensible design without a sensible client" (Tate, 2005). So if the client is king, what are the future users and what is their role in the design of scarce public spaces? It can be speculated that in this situation there is little space left for the impact of common city dwellers on functional and aesthetic features of urban open spaces as well as and for satisfaction of their recreational needs.

A total of 28 best known Dutch parks have been selected and studied within the scope of this research. The conclusion is that three major changes can be observed since 1990: Contemporary urban green spaces are often designed as open parts of an urban space meant for intensive use, unlike what historically parks used to be - enclosed areas, separated from other urban functions, meant for rest and relaxation. Moreover, contemporary designers use fewer plants and more building materials such as pebbles, concrete and glass (most extreme examples Adrian Geuze, West 8). Finally, a strong emphasis in the design of urban green spaces has been placed on aesthetics and less on function and recreation.

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[950]

URBAN DESIGN AND POST-INDUSTRIAL VACANCY - CONCEPTS ON A CITY WIDE AND REGIONAL SCALE

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Post-industrial vacancy has many reasons and shows different faces in cities today. The decline of industrial manufacturing had considerable economic, social, cultural and spatial impacts to them. Accelerated by the (auto-)mobilization of the population it resulted also in the decline of residents that moved to other regions or the outskirts of cities where they demand more attractive neighborhoods and find adequate jobs. Meanwhile in addition to closed down factories and offices many inner-city neighborhoods and homes of the former residents fell vacant and into disrepair. These developments resulted in numerous brownfields (e.g. former industrial, railway, harbor sites), deteriorating building structures (industrial, office and residential buildings) and empty lots throughout cities. The once densely built up body of the city is hollowed out and perforated. Compact cities become perforated cities. This is a development that can be seen in cities in Europe and North America as well.

Having in mind that today developers have few incentives to invest in these blighted areas, choosing instead to build at the suburban fringe, it will hardly be possible to develop most of the exciting brownfields

and empty lots. Urban planners and urban designers are asked to point out new possibilities and strategies for designing an urban fabric that creates a new relationship between the open and underutilized spaces and the built environment in the future. This new relation cannot be defined by looking at one single brownfield or empty lot. It can only be defined by looking at them in a city wide or even regional scale – certainly a task for urban and regional planners and designers.

This paper presents two study cases that show examples, how urban design and land use concepts are formulated on a scale, that goes way beyond one single brownfield/ vacant site and points out, what potentials such concepts have to meet post-industrial vacancy. The concepts show an important approach to deal with built environment and open space which in a future may be relevant for many cities or parts of cities.

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[951]

WHAT MAKES PUBLIC SPACE "PUBLIC"? RECONCILING DIVERGENT PERSPECTIVES ON PUBLIC SPACE

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A distinctive strand in recent urban design policy in the United Kingdom has been the focus on urban design as making places for people (Urban Task Force, 1999; 2006; DETR, 2006). A key component in this are the notions of "public places" and "public space". The public is also the subject of increasing policy attention over such matters as the commodification of space; "cappuccino" urbanism and a focus on affluent consumerism; the privatisation of public space; the militarising and securitising of space through CCTV and other express security measures; exclusion from public space; the emergence of gated communities; the Disney-fication of public spaces; etc. In turn, public space is also the subject of an increasing academic literature from the full range of social science and humanities disciplines (Carr, 1992; Sorkin, 1992; Mitchell, 1997; Zukin, 2000; Madanipour, 2003; Massey, 2005; Mensch, 2007). Each discipline sees public space through a different lens, and with particular interests and concerns to the fore. Political scientists, for example, focus on democratisation and on rights in public space; geographers on 'sense-of-place' and 'placelessness'; legal scholars on access and control in public places; sociology on social exclusion; etc.

The result is a kaleidoscopic array of approaches to and understandings of public space. For urban design and urban designers, the consequence is significant ambiguity regarding what "public space" means in practice. To introduce clarity and rigour into discussions of public space within urban design and urban development, this paper explores, conceptualizes and defines "public space", by untangling and unravelling the different disciplinary perspectives and foci. The paper is in four main parts. The first part

provides an overview of the contemporary UK urban design policy agenda, highlighting both the emergence and salience of the making places approach and the significance of public space within this approach. The second examines the various disciplinary approaches. The third identifies and discusses a set of key common themes identified in the second part, such as the distinction between 'space' and 'place' and definitions of public space vis-à-vis private space that are dichotomous and those that are continuous. The fourth presents a conceptual model that integrates and relates the various disciplinary approaches. It is then proposed that the model can serve as the departure point for further academic inquiry and analysis.

This paper is drawn from work-in-progress for my PhD thesis (supervisor Steve Tiesdell: email: s.tiesdell@socsci.gla.ac.uk).

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[952]

PLANNING FOR DISASTER RECOVERY IN A HERITAGE CITY: THE "NEW" NEW ORLEANS?

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Hurricane Katrina and the failure of the federal hurricane protection system on August 29, 2005 created a heritage disaster in New Orleans. In this paper I analyze New Orleans through the lens of heritage city scholarship, introduce the concept of a "heritage disaster," and explore the implications of planning for disaster recovery in this context.

Although New Orleans was not designated as a world heritage site under the guidelines of the United Nations at the time of the disaster, it is recognized internationally as a historically significant city. From the early debates justifying why the city should be rebuilt to the more recent conflicts over how the city should be rebuilt, cultural heritage has remained a central theme in the planning and policy discourse. The research analyzes how the discourse of "culture" and "heritage" has been used to justify specific policy and planning responses to the disaster by local, regional and national actors.

Using insights from the literature, this paper suggests that heritage provides an important but contested framework for organizing our understanding of the rebuilding of New Orleans. Scholars of heritage (Graham 2002) identify tangible and intangible components. Both types are critical for understanding the disaster and point to a central

dilemma in the rebuilding: how does one plan for heritage in a city that has been depopulated and physically damaged by floods?

The paper raises some of the challenges experienced in planning for heritage cities in the context of disaster recovery. Planners have a critical role to play in this process by directing attention to heritage in cities and planning for the recovery of both tangible and intangible heritage. Paying attention to issues of place-based culture and identity at the neighborhood scale must play a central role in the disaster recovery process. Planning for the heritage of historic, diverse and racially polarized cities like New Orleans remains a significant challenge for planners seeking innovative ways to mediate conflict, rebuild local economies, and foster sustainable urbanism.

The paper utilizes diverse sources including participant observation, newspaper accounts, published research, government reports, political speech, and plans to construct an insightful case study of heritage and planning in post-disaster New Orleans.

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[953]

THEORETICAL DEBATE ON GATED COMMUNITY (GC): GENESIS, CONTROVERSIES, AND THE WAY FORWARD

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The gated community (GC) has become a global phenomenon. More and more research on it has been carried out, generating increasingly heated debates. This theoretical discussion starts from a broad review of the political-economic and social impetus behind the GC. It reveals that the GC is an individual response to the environmental and social changes propelled by governmental retreat from public affairs in the political-economical transformation of Neoliberalism. The market demand for GCs will continue and become even stronger as long as this political-economic context is sustained. Therefore, the way all practitioners involved in city-making respond to the demand is a pressing issue. Unfortunately, this issue has been overwhelmingly ignored in existing multidisciplinary studies and debates. Most of debates centred on the positive or negative externalities of the GC, which in fact exist simultaneously, together with the absence of supply-side stories and the underestimation of the

capabilities of physical features, virtually work against a full comprehension of the GC, based on which a settled opinion or resolution is nearly impossible. In this regard, it is proposed that research from an urban design perspective can and should be carried out to provide a practical way forward, and that the key point of this research is the relationship between GCs and their surrounding public spaces such as streets and squares: what are the potential impacts GCs would bring to the qualities of local streets, and how could they be manipulated by means of physical adjustment? Three elements, namely land subdivision for enclosure, use and form of boundaries, and the local provision of public spaces and facilities, have been discussed in detail and are argued to be the key determinants in manipulating such relationship. This debate concludes by summing up the design implications for GCs and their local urban district, and appealing for more empirical studies in different urban contexts.

Note:

This proposal is based on the theoretical framework of the doctoral dissertation in the works. Professor John Punter is the dissertation supervisor, and his email address is PunterJ@Cardiff.ac.uk.

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COMPARE PLANNING METHODS FOR NEIGHBORHOODS: CASE STUDY OF STORMWATER IN THE WOODLANDS, TEXAS

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The Woodlands, Texas, has been well known as a town created with Ian McHarg's ecological planning concept, in which land use is determined based on environmental data; particularly, soil permeability. That is, land with high soil permeability was preserved as open space and land with low soil permeability was assigned for commercial or residential developments. The Woodlands survived the one-hundred-year storms in 1979 and 1994, while Houston, 31 miles away, was severely flooded in both events.

Despite numerous studies that used The Woodlands as the study site, very few quantitatively measured the effect of planning methods on stormwater. This study will investigate the impacts of different planning methods for neighborhoods on stormwater quantity and quality. The Soil and Water Assessment Tool (SWAT) will be used to create three planning scenarios for a built neighborhood development: the Grogan's Mill, in The Woodlands. These three simulated scenarios will be compared to observed data for Grogan's Mill's current and 1970's conditions. Observed data will be collected from a US Geologic Survey (USGS) gauging station.

The Soil and Water Assessment Tool (SWAT), embedded in GIS interfaces, is a hydrologic and water quality model widely used in agriculture dominated land uses. Increasing studies have proved its applicability in urban watershed modeling. In the SWAT model, each unique combination of land use and soil type will generate a unique Hydrologic Response Unit (HRU). Therefore, superimposing varying land use types onto different soil patches will generate runoff quantities as well as water qualities for comparison. Furthermore, standardized approaches have been proposed for simulating specific Best Management Practice (BMP) in SWAT

This study will examine how different planning methods (or development patterns) compare in terms of stormwater quantity and quality. In addition, this study will examine whether the planning approach (e.g., The Woodlands approach) is more significant than the planning technique (e.g., BMPs). Lastly, this study may provide calibration data for SWAT model used for urban watershed modeling. The results of this study will indicate that using soil permeability to determine densities and land use is an effective planning method to mitigate environmental impacts, particularly stormwater quantity and quality.

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TRACK 16: PLANNING IDEAS AND PLANNING PRACTICES: A CRITICAL LOOK AT INTERNATIONAL EXCHANGE IN THE PLANNING FIELD

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A TRANS-PACIFIC PLANNING EDUCATION IN REVERSE: REFLECTIONS OF AN AMERICAN WITH A CHINESE DOCTORATE IN URBAN PLANNING AND DESIGN

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This paper presents my experience as a graduate of the masters programs in Architecture and City Planning from MIT who then went to Tsinghua University in Beijing to become the first American to earn a Chinese doctorate in urban planning, and who has continued to remain engaged in Chinese urban planning from bases both in Canada and the US. The aspect of my experience that is “in reverse” is that the usual transnational educational path for planning students seeking higher degrees is from South to North (Europe and Japan, as well as North America) or from East to West. From my unusual vantage-point in this respect, I propose to: (1) review the nature of exchanges between Tsinghua and MIT and other Western schools, as well as the global political-economic and institutional changes in the late 1980s and early 1990s that made my partially reversed trajectory possible in the first place; (2) focus on the conditions that seem to underlie some key educational and disciplinary mismatches between Chinese and Western planning; and (3) reflect on how planners might be better prepared to engage each other across the “imagined Pacific” (Dirlik, 1993).

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[956]

CONTEMPORARY URBAN MANAGEMENT SYSTEM IN THE KATHMANDU VALLEY: A RADICAL DEPARTURE FROM THE PAST

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Review of literature shows quite a number of existing researches on the problematic adoption of Western comprehensive style of planning in the very different cultural contexts of developing cities (Sarin 1982; Peattie 1987; Quadeer 1996; Al-Naim 2002). But, the research work specifically on the radical departure from the traditional forms of urban governance, i.e. on the discontinuities of the traditional urban management solutions in the urban planning attempts of the modern state agencies, and its impact on the urban environment of traditional cities in developing countries are rare.

In the Kathmandu Valley, formal and informal rules governed the traditional society. These rules were influenced by ideologies that

derived from religious, as well as, from social, cultural and political values which made it possible for the society to insist on accountability. In the present day Kathmandu Valley, within the changed context of urban governance, constraints and sources of power, as well as, actors, interests and institutions have changed. Modernization, globalization, and adoption of borrowed urban management system have replaced the traditional system. Despite the presence of rituals in our daily lives, rituals associated with urban planning and architecture diminished, as a result, the traditional urban environment and the cultural heritage suffered. Those on the decision making level ignored the indigenous knowledge and did not realize that in the traditional societies like that of the Kathmandu Valley, only scientific management skills would not make sense.

This paper adopts an analytic approach (Healey et al. 2002) to examine changes in processes, practices and modes of governance from traditional to the contemporary society in the Kathmandu Valley, Nepal. It does so to highlight the shifting actors and institutions of governance and also the differences in values, preferences, interests and ideas, constituting the interactions of these governance agencies, about place qualities in the traditional society and now. This paper aims to illustrate that radical departure from traditional modes of planning / governance have significant impacts on urban decisions and ultimate form, threatening the continuity of the traditional socio-cultural activities, the loss of cultural heritage and ultimately the deterioration of the traditional urban environment.

This paper reviews articles, plans, and policies, and examines certain religious rules, rituals and institutions to understand the contemporary and traditional urban planning/ governance in the Kathmandu Valley. It then uses data from the interviews with four key personnel associated with both traditional urban environment and contemporary governance agencies in the Kathmandu Valley. The data suggests that the indigenous knowledge has never been recognized by the modern authorities as the tacit form of local urban management in Nepal, where traditional skills still survive. This lack of recognition is the main hindrance in developing the collaborative form of management and is also the main reason why the international planning techniques have not been successful in the traditional Kathmandu Valley.

This paper is drawn from an on going PhD study.
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**TOWN PLANNERS STILL IN SEARCH OF A ROLE?
INITIAL FINDINGS FROM AN ETHNOGRAPHY OF
PLANNERS IN AUSTRALIA**

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While some historians look back to a golden age of planning, the profession is never far from describing itself as being in the doldrums or in need of root and branch reform.

For example, the national inquiry into planning education and employment commissioned by the Planning Institute of Australia (2004) reported 'serious labour market deficiencies', 'completely unacceptable work stress' and a worrying degree of 'slippage' of qualified planners out of the country and of the profession. Recent policy proposals to address the growing problem of housing affordability in Australia also talk of 'boosting the number of planners' to support a more effective development application process.

In addition to these practical concerns, planning scholars continue to express concern at the intellectual basis for planning, at its ethical standards, its social impact and its political role (eg Fischer & Forester, 1993; Sandercock, 1999; McManus, 2005).

In the face of these concerns and anxieties it is surprising that there have been so few detailed studies of what planners do on a day-to-day basis, how they understand their role(s) and how they cope with working in a profession in apparent crisis.

Underwood's (1980) ethnographic study of planners in the London Borough of Haringey in the late 1970s remains an important contribution to the field and Healey (1992) analysed the communicative acts of a senior planner in a large English city. But there is a need for more contemporary research of this type in order to explore the way planners of today understand and manage the new complexities of planning practice. There is also a need to draw on contemporary experiences of planning in a time of acknowledged climate change, rapid population and urban growth and an increasingly internationalised development industry.

This paper reviews the existing literature on planners' self perceptions, on their professional development and on the adequacy of professional education and training as preparation for a career in planning. It also presents preliminary data from interviews with planners conducted as part of a major ethnographic study of planners on the Gold Coast, one of Australia's fastest growing cities and offers conclusions on the emerging ways in which planners perform in their newly constrained roles.

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LISBON'S URBANISM: ELEMENTS OF APPLIED URBAN THEORY

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[Drawn from a completed PhD dissertation]

The study of the regional, municipal and local plans in Lisbon clarifies the urban planning theory and practice of the Portuguese capital as a product and a model of French urbanism, being integrated in an international movement of city planning and exhibiting the typical stages of the evolution of city ideologies: a first expansionist period (end of the XIXth century and beginning of the XXth century), characterized by hygienist concerns, the creation of parks and the first regulation experiences; a second scientific and legalist period (1930-60), marked by the functionalist ideals, of structuring of accessibilities and use of zoning; a third regenerating moment, of rebuilding of urbanity, a new stage of regional, environmental and democratic concerns where sustainable development becomes a main goal of a new city rebuilt within the city.

The paper will analyse the relationships between society, policy and town planning in a European capital in a process of democratic transition, focusing on the international influences of planning ideas and its impact on the construction of Lisbon's urban model(s) throughout the XXth century. The research was conducted at the "Laboratoire Espaces, Nature et Culture" (CNRS, Paris IV - Sorbonne, Paris 8).

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U-CITY FOR URBAN UTOPIA?

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This paper explores the meaning of ubiquitous city (u-city) in urban history, and how to interpret the recent developments of u-city in Northeast Asia in the context of diffusion of urban planning. Author argues that this emergence of u-city is another version of utopian city in 21st century, as well as newer version of brains in world economy system and critical merge of new computer and communication technology for absolute security and convenience. Even though we don't have clear idea of u-city model in urban planning literature, the implementation of the idea already started. The model of utopia city in 21st century may be ahead of our thinking due to the uncontrolled speed of globalization and high-tech. This theoretical review about

cross-cultural and postmodern city form can give clearer idea about not only diffusion of planning idea and practice, but also future path of interactions among different contexts of planning.

What is the ideal city for the 21st century? While we had same question in 20th century with assumption of the city that “best expresses the power and the beauty of modern technology and the most enlightened ideas of social justice.” In industrial or modern society, urban utopias were proposed as Garden City by Ebenezer Howard, Broadacres City by Frank Lloyd Wright, and Radiant City by Le Corbusier (Fishman 1977). Also, we are considering communicative model, new urbanism, and just city for the next direction (Fainstein 2000). Those ideals are still working in not only in European and American cities, but also other regions, such as Northeast Asia. In the era of globalization and postmodern society, the diffusion of urban planning ideas and practice has been intensified, and it is resulting in more experimental practices in newly developed urban areas. Now, when we ask what the ideal city is in this era, some Scandinavian and American cities are looking for the concept of ubiquitous government or u-city. Moreover, some Asian cities, especially cities in South Korea, are showing more aggressive pursuit for this ideal (Anttiroiko 2005). A dozen of places are planned and implemented based on u-city concept, and the Song Do Newtown near Seoul becomes the important case for future u-city model. The concept of ubiquity in Theology stands for Jesus Christ’s omnipresence, and people have thought this concept as paradox since it is far beyond people’s imagination. However, as communication and media developed with satellites over earth and high-tech computer available for thunder-light computing, people even started apply the concept to ideal type of city in world economy.

In postmodern and high-tech society, there are clearly different contexts from 20th century. The world economy and globalization influence profoundly everyday life and culture in difference countries and continental. With common ground of knowledge and institution, non-western culture don’t need to follow development trajectory of ‘20th century’s power.’ Current new developments of u-city in Asia can be the case for another version of 21st century utopian city. The u-city of Korea has implementation based on Korean institution, such as elite bureaucracy and Chaebol’s investment as well as ideas and background based on urban planning ideas of American and European tradition. Even though the concept of utopia originated from Western literature, utopianism idea and theological ubiquity metaphor are fulfilling in South Korea of Northeast Asia. The paper will use a descriptive analysis of current literature, government documents and archives, and some interviews with government officials and managers of Song Do Newtown project in South Korea.

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[960]

FROM POLICY TRANSFER TO MULTILATERAL LEARNING? CONCEPTUALIZING AND RESEARCHING THE DIFFUSION OF SPATIAL DEVELOPMENT IDEAS IN EUROPEAN COOPERATION PROJECTS

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This paper discusses what analytical and empirical frameworks are suitable to study the diffusion of planning ideas which may potentially happen through European cooperative projects involving cities and regions in the context of EU-funded programmes such as INTERREG or URBACT. In these types of projects the added-value of cooperation between actors stems from two possible forms of ‘diffusion’ of planning ideas:

- (i) Actors ‘learn’ from working in cooperation with other actors from a different country who are perceived to possess specific knowledge, know-how or ‘good practices’ in a given policy field.
- (ii) Actors cooperate with other actors to problematize and address specific planning policy issues at a new transnational scale (i.e. through a rescaling of the frame of reference used to address specific policy issues). This involves the rescaling and transnationalization of the problem setting and agenda (Dühr and Nadin, 2007), rather than a ‘diffusion’ of ideas from one actor to another.

I first consider whether the traditional definitions and categories of ‘policy transfer’ developed by political scientists (i.e. the process in which ‘knowledge about policies, administrative arrangements, institutions and ideas in one political setting (past or present) is used in the development of policies, administrative arrangements, institutions and ideas in another political setting’, Dolowitz & Marsh, 2000: 5) are appropriate to conceptualise the specific processes of cooperation and learning at stake within such cooperation projects. The policy transfer literature focuses on the factors which facilitate or impede the transfer in relation to the legal and political structures of the ‘donor’ and ‘host’ countries. This attention to context is of crucial importance to the analysis of European cooperation projects and is relatively neglected in current evaluation frameworks.

However, the usefulness of the policy transfer literature as a framework for the conceptualisation of changes in spatial planning policy and practices arising as a result of European cooperation project is limited by a number of factors. Some are related to the scale and nature of the processes of transfer at stake. The policy transfer literature has tended to focus on one-off, unilateral cases of policy transfer at the national level and between ‘borrowers and lenders’ which rarely trade their roles (Dolowitz & Marsh, 2000). By nature, however, European cooperation projects involve voluntary,

multilateral processes of cooperation, exchanges and learning over several years between actors at sub-central levels of government such as cities and regions. More importantly they do not constitute a coercive mode of policy change through supranational authority. The processes at stake in such projects seem to be closer to the 'lesson-drawing' end of the continuum identified by Dolowitz & Marsh (2000), in which actors voluntarily choose to engage in an active search for new ideas as a rational response to the emergence of a problem or dissatisfaction with the status quo. These fundamental aspects - the multilateral, temporally longer, voluntary and non-predetermined nature of the cooperation, learning and transfer processes - cannot be adequately grasped by the existing policy transfer literature.

Whilst such cooperation projects do increase opportunities for policy learning, whether such learning happens depends on the nature and quality of the interactions through the cooperation process. The inter- and intra-organisational relationships and the dynamics of learning processes are not well addressed in the existing policy transfer literature. The paper thus concludes by suggesting how the multilateral learning process in European cooperation projects can reconceptualised and researched by using tools borrowed from the policy-oriented social learning and organisational learning literature (Hall, 1993, Wolman & Page, 2002; Fischer, 2003; Colomb, 2007), the sociology of innovation (Halpern, 2005) and recent research on the cognitive mechanisms of Europeanisation (Knill and Lehmkuhl, 1999; Radaelli, 2004; Giannakourou, 2005; Bruno et al., 2006). This will be illustrated with the example of an innovative evaluation framework tested in a European cooperation project.

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[961]

THE POWER OF THE MODEL: ROTTERDAM'S STRUGGLE AGAINST THE WATERFRONT RATIONALE
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The international diffusion of planning ideas and practices plays an important role in today's urban planning processes. The proposed paper will argue that knowledge developed in the planning field can be perceived as a resource of power, and that viewing it as such produces a useful understanding of the dialectic between spatial policy and implementation. Hence, 'planning knowledge' can be empowering to actors involved in an urban planning process, giving those actors voice in the debates on possible courses of action. In reality, however, planning knowledge is more commonly used by those who already have voice in an urban planning process – through authority and/or dominance, and draw on it more effectively in pursuit of their interests.

In a pragmatic approach, the paper's thesis will be substantiated by singling out a world renowned 'model' in the planning field – that of the urban waterfront, and by exploring its role in the planning process of an exemplary western European case study. A grasp out of the vast literature on urban waterfronts will show the way planning research in western port-cities initially created a global hype (e.g. Bruttomesso, 1995; Breen & Rigby, 1996), and how it in turn pushed many cities around the globe to initiate often very ambitious waterfront projects. In terms of power (Flyvbjerg, 1998; Lukes, 2005), the waterfront model thus became a latent force in the hearts and minds of many, including actors commonly involved in urban planning processes, and gave rise to what can be termed the 'waterfront rationale'. The case study illustrates the way this waterfront rationale has influenced the urban planning process around a strategic project called 'CityPorts', situated in the interface of the contemporary port and city of Rotterdam, the Netherlands. The case will show how planning ideas and practices from abroad led key decision-makers to establish a development company that was not only out-of-context, but also lacked a substantive spatial strategy by which it could justify and operationalize its interventions (Healey, 2007).

The example of the waterfront model and the case of Rotterdam CityPorts illustrate 1) the impact of planning knowledge in different contexts, and 2) the challenge it poses for local practitioners to 'situate' lessons from abroad. Moreover, by perceiving planning knowledge as a resource of power, it becomes clear that 3) there is also a significant ethical question to be addressed. The proposed paper aims to discuss these three issues.

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[962]

PLANNING SPACES WITH COMMONS

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Urban and regional planning frequently organizes the use of commons. Typically, public space is such a commons which can be used, but also misused, by all members of the public. Commons are not restricted, however, to the vestiges of village pastures: The landscape, a city's skyline, or the image of a region are also goods used by many under indistinct property rules. Although urban and regional plans directly establish and shape spatial commons, planners rarely think about the specific traits of common property. Rather, they feel themselves as the guardians of public parks, skylines, and the image of regions, sometimes, however, less proud than overwrought.

Informed by Garret Hardin's seminal article (1968), the tragedy of the commons is the widely accepted wisdom on common goods. As freedom in a commons would bring ruin to all, the government has to regulate and control the use of the commons. This Leviathan approach to planning clearly contradicts the prevalent thinking on the virtues of private property. If, in fact, a commons can be parceled out to individual owners, why waste the taxpayer's money on controlling land use that perhaps can be better controlled by private diligence (Ellickson 1991)? However, research on common pool resources claims that commons situations can hardly be avoided and, moreover, have a potential for developing social capital (Ostrom 1990).

Why should planners not make good use of the ability of 'inherently public property' (Rose 1986) to build up solidarity and social skills? Particularly with respect to marginalized individuals and groups (e.g., urban poor), planning spaces with commons results in more inclusive and livable neighborhoods. The paper will discuss examples of successful commons. Also, I suggest that planners use commons arrangements to contribute to the right of everyone to an adequate standard of living (Article 11 of the International Covenant on Economic, Social and Cultural Rights, 1976).

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[963]

POSTER: PLANNING FOR NOTHING: PRAGMATISM AND PRAGMATIC PLANNING

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Planning, in its broadest sense, is the act of foreseeing the future. In doing so, social welfare and development are the most significant

goals of the planner whereas knowledge is planner's major tool. Accordingly, the planning of a city depends on goals determined by knowledge and on planners who have the necessary experience and competence as well as on politicians or decision makers who guide the planners through decision making processes. In this context, one should not forget the role of the societal actors and the other factors contributing to and influencing the planning process. Essentially, to define the act of planning as an act of participation of the whole city is not an exaggeration nor a delusion. What determines the limits of this act, however, is the decision makers' ideological and political preferences.

This study deals with how planning, especially urban planning, is discharged through political structures that make it aimless and senseless. It also deals with how the fundamental structures of the society are used during the planning process. In this study, by reference to the implementations in Istanbul Metropolitan Area, it is argued that the planning as an institution is faced with and reflects a project of erosion in politics and social structures, which is a fundamental problem of the globalizing world.

In this sense, how planning is perceived and implemented in a given society is critical in determining the future of the planning education. While the power of planning as an act in favor of the public good weakens as it is used more and more as a tool to facilitate the mobility of capital by the political will, the act of planning loses its effectiveness. This situation causes the conversion of planning into an ephemera, a "series of never finalized actions" in the eyes of the public. It turns planning into an object, the future of which is never conceptualized because of the annihilation of its past.

Because the dominant ideology of the 21st century cities is pragmatism and pragmatic planning is an indispensable part of this ideology, it seems that the educators of planning will long be preoccupied with searching the ways to empower the fundamental principles of planning against this recent economically motivated behaviorist approach.

[964]

ROUNDTABLE—WESTERN CONSENSUS BUILDING, EASTERN CONTEXTS: EXPLORING THE CHALLENGES, SURPRISES, ADAPTATIONS, AND INNOVATIONS.

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The roundtable will focus on the complexities and impacts of applying western theories and practices of consensus building and public participation to resolve contentious public policy issues and disputes in Asian nations. Even though many Asian nations have enjoyed economic development in the last few decades without much, if any, local oppositions, that luxury is quickly disappearing. Asian citizens are increasingly willing and able to demand they be involved and resist decisions they dislike. For example, recently citizens in China have found ways to have greater input into some of the massive and rapid real estate development while in Cambodia, some forest communities have effectively opposed unwanted plantation projects. Similar patterns of public disputes over planning decisions and infrastructure developments are observed in many Asian countries, including Japan, South Korea, China, and other Southeast Asian countries.

This roundtable will present a few pioneering applications of western consensus building and public participation theories and practices in East and Southeast Asia. After these short presentations, we will try to tease out the challenges, opportunities, and other complexities these experiments have faced in these new settings and the adaptations and innovations that practitioners and policy-makers have attempted to make them work. In addition, we will consider the real and potential impacts of these trial efforts on local planning ideas and practices. This roundtable builds upon a successful international workshop which was held in November 2007 at the KDI School of Public Policy and Management in Seoul, Korea.

[965]

INTERNATIONAL DIFFUSION AND LOCAL INSCRIPTION OF NEW MODELS OF URBAN GOVERNANCE: ANALYSING THE GLOBALISATION OF THE BUSINESS IMPROVEMENT DISTRICT-MODEL

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During recent years in many countries around the world new models of urban governance have been changing the way, in which urban spaces are politically steered and planned. This has severe impacts on the configuration and appropriation of urban spaces. A key example for this trend towards the entrepreneurial city is the establishment of so-called Business Improvement Districts (BIDs) in many cities not only in North America but also in countries as diverse as e.g. South Africa, Germany and Albania. BIDs are geographically defined areas: Typically, the majority of commercial property and business owners agree to set up a compulsory self taxation in order to finance an organisation that provides certain services in these areas.

Sometimes this development is regarded as the homogenizing global diffusion of one model into different urban contexts. Other interpretations stress the importance of a specific local contextualization. It is argued that the local specifications prevent these developments from being a global homogenization of governance patterns.

However, the dichotomization between homogenization and differentiation oversimplifies the processes of international exchange: Therefore, we suggest a conceptualization of the global-local negotiations of governance models. Our argumentation is illustrated with examples of the establishment of Business Improvement Districts (BIDs) in Europe, especially in Germany and Albania. How are new models of urban governance transferred and mobilized in specific contexts? How are internationally discussed models as BIDs contextualized and transferred in specific local contexts? How do urban decision-makers contribute to the global circulation and mobilization of neoliberal models of urban governance?

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[966]

GLOBAL EXCHABGE AND LOCAL SPECIFICITIES

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This paper will provide an initial overview of the themes emerging in the Planning Ideas and Planning Practices book. It will enlarge on the following:

1. The processes of diffusion:
how are planning concepts and techniques carried from one place to another? How do these interact with local capacities and local power dynamics? What relation is there between the diffusion of academic knowledge development and practitioner's concepts and techniques? What has been the relative significance of consultancy work, training programmes and the general 'literature'? This could draw on ideas about global/local dialectics, and about 'new imperialisms', as well as on the 'travelling capacity' of particular professional 'technologies'.
2. Reverse diffusion
Many planning academics and practitioners from Europe and North America have acted as consultants across the world and as supervisors to students from all over the world. How has this involvement changed their own thinking and practising and that of their own 'local' planning communities. How far has the 'international development' policy community operated separately from 'home' planning policy communities. Where are, and should be, significant cross-overs? How far is the new 'world' planning community (as asserted in the Shanghai (2001) and Mexico (2006) World Planning Congresses, and the Global Planners' Network launched at the World Urban Forum (2006) leading to a new intellectual climate internationally.
3. Situating Planning Practices
A key theme in contemporary planning theory is the importance of understanding local specificities (of culture, economy, civil society and governance) when assessing when and how to intervene in the spatial management of place development. What does current theory and experience teach about what such 'situating' involves?
4. Experts, ethics and international exchange
Who are the critical actors in the international flow of planning ideas? How do they operate? What is the role of funding agencies? What are the distinctive ethical challenges faced by operating in such a mode? Is, could and should there be a 'global' planning community?

[967]

PEAK TRANSPORT DEMAND MANAGEMENT – A DISCUSSION ON THE EVERYDAY APPLICABILITY OF MEASURES TESTED IN MEGA EVENTS

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Growing urbanization, increasing congestion and environmental awareness compel transport agencies around the world to think and implement new operational measures, which enhance the capacity and efficiency of their current transportation system. Mega events are prime examples and test grounds for the scenarios of increased passenger peak demands on transport systems. This paper intends to bring new ideas to the table which can aid transport agencies to build more efficiency in their transport systems.

The literature review examines existing practices of passenger demand management for events and their inherent challenges. It points out the various options, critiques the lack of judgment on the measures' performance and argues for new and innovative approaches, given the transport challenges lying ahead for cities. The analysis section describes the combination of operational measures temporarily implemented in the urban transport system to cope with the daily movements of the city's residents, and the additional peak passenger demand triggered by a mega event. It concludes by distinguishing these operational measures into three sets: economic incentives, prohibitive regulations and informative actions. Expert interviews then give not only insights into the efficiency of these measures, but also judge their daily applicability in their country-specific context.

The final section summarizes the results in a SWOT (strength, weaknesses, opportunities and threats) analysis and discusses the general applicability of the measures to everyday life in metropolitan areas – in the developed and the developing world.

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** sources include operational transportation plans developed for the Olympics (Barcelona, Atlanta, Sydney, Athens)

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[968] UNDERSTANDING THE IDEA(L)S OF INDIAN IDENTITY THROUGH URBAN PLANNING IN DELHI

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The city of Delhi, according to Nehru, India's first prime minister, is a "nursery of [Indian] republic", representative of India's life and thought. This paper proposes to study the specific instrumentality of urban planning in the Delhi metropolis as a way of understanding the idea(l)s of India as a nation, as the Delhi Master Plan was envisaged as an "all India prototype". Land-use planning, as operationalized by the plan, allows for a person to use the city even if they did not own it. This practice of land-use has helped Delhi (and other Indian metropolis') to accommodate diversity and conflict worthy of a large republic. However sixty years later, with the coming of age of India as a 'Fourth Pillar' in the 'World of Order' (Friedman, 2003) because of its political stability and commercial vigor, the very nature of India's political success of toleration, moderation, diversity and plurality are being hidden and erased as some recent incidents like the Gujarat riots have indicated. Gujarat is one of India's more prosperous and urbanized states with a large middle class, which should have been grounds for liberal democratic politics, but in March of 2002, Gujarat witnessed a massacre of Muslims which was in retaliation to an attack on Hindu activists returning from Ayodhya. Contemporary urban planning practices can be seen as both cause and symptom of this newly emerging Indian condition. The contemporary economic and neo-liberal reforms allow for 100% foreign direct investment in real estate through vehicles such as 'Special Economic Zones' (SEZs) and through various mechanisms, in particular and ironically christened the Jawaharlal Nehru National Urban Renewal Mission (JNNURM). These practices embrace land-ownership planning that is exclusionary and strives for purity and homogeneity rather than the mongrel character of India that is/was reminiscent in its capital city of Delhi. This paper proposes to understand the changing paradigms of urban planning in the context of Delhi and at the same time attempts to relate these urban changes to the changing political nature and idea(l)s of India's nationhood and identity.

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[969]

POSTER: LIVING OEIRAS. A STRATEGIC PLAN AND THE NEIGHBOURHOOD INTERVENTION THROUGH AN URBAN RENEWAL COMPANY

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The Municipality of Oeiras (Lisbon Metropolitan Area) and the Laboratory of Urban and Territorial Planning (School of Architecture, TU Lisbon) are developing a common project consisting on the creation of a municipal urban renewal company for an area including the historical tissues of Algés, Cruz Quebrada, Linda-a-Velha and Carnaxide (SRU Oeiras).

The municipality of Oeiras is a heterogeneous territory neighbour to the municipality of Lisbon, were an important part of the technological companies and institutions of the Lisbon Metropolitan Area have their offices and headquarters; it is also the Portuguese municipality with the best indicators regarding general and superior education averages or general income of its population.

Pioneer housing policies of Oeiras, in the Portuguese context, placed it as the first Portuguese municipality to eradicate the precarious housing (slums) districts. Thus, a new strategy for the housing policy has been developed in the Strategic Plan «Living Oeiras» (2006), which defines new priorities for public investment.

One of the initiatives regards the creation of a municipal urban renewal company, which will be responsible for an integrated qualification and transformation of a territory which includes the four historical areas, some unqualified urban tissues and the urban and green corridors connecting these different territories.

A common project developed by the university and the municipality started in April 2007, aiming to define the limits, programme and types of intervention for the future company, applying an innovative methodology in the context of the portuguese legislation. Starting by a characterization background, this study consists (1) on the preparation of a group of small scale urban projects for the historical and critical tissues, (2) on the definition of criteria's for the upgrade of the public spaces and green corridors network, and (3) on the programing of the company activities.

The article and the presentation will consist on:

- Housing development in Oeiras and the Strategic Plan «Living Oeiras» (2006) - a short synthesis;
- The institutional model: legal framework for the municipal urban renewal company.
- The development of the studies which will support the activity of the future SRU Oeiras - methodology and adopted criteria.

The participation on the Conference will allow the municipality and the researchers to share experiences and to identify other practices that might be useful for the project.

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[1970]

URBAN PLANNING SYSTEMS AND THE FRAGMENTATION OF SPATIAL DEVELOPMENT IN HO CHI MINH CITY, VIETNAM

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The recent integration into global economy of Vietnam has made ever rapidly urbanization process in Ho Chi Minh city. What the city's planning authorities is doing to cope with high demand of urban services (e.g. infrastructure, housing, etc)? How the current urban planning implementation impacts on the urban spatial development and city's residents living conditions? This paper aims to present the recent urbanization of HCMC, its urban planning and spatial development policies, and their impacts on the urban spatial structure. The studies on Ho Chi Minh city urban areas showed there has been reducing the number of people living in the inner districts but increasing of those in suburban areas. It claims that HCMC's urban land development policies made fragmentations on the city's spatial expansions. Low-income groups have been forced to move to peripheries and these create high demand on housing at those areas. Spatial fragmentations benefited land investors but would make low-income people difficulty to access to housing. In support of low income groups and sustain the spatial development of the city, it be necessary to have more city government's intervention, particularly in urban housing development projects.

[1971]

TRANSFER OF IDEAS IN THE URBAN INTERNATIONAL: A COMPARATIVE STUDY OF INTERNATIONAL PLANNING INSTITUTIONS

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The research investigates the history of two planning institutions, the IFHP-International Federation for Housing and Planning and GCLG-Global Cities and Local Governments, its characteristics, network of participants, changes in its policies as well as the role of countries, institutions, groups and individuals in its decisions, policies and intellectual output. The IFHP was created as the International Garden-Cities Association in 1913 and still exists. GCLG was created as IULA-International Union of Local Authorities also in 1913 and still exists. The work investigates the role of these institutions in the international flow of planning thought and practice, in urban management as well as their role in the constitution of a transnational community of planners. One of the questions to be discussed is how far certain national, regional and particular experiences in housing, planning and management were adopted in certain periods by the institutions. In another direction, the resonance or influence of certain ideas and policies of the IFHP and GCLG in specific, national or regional experiences in housing, planning and related areas will also be explored.

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[1972]

LEONARDO BENEVOLO, AN INTERPRETER OF THE EUROPEAN CITY

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The paper aims at reconstructing the diffusion and circulation of the ideas of Leonardo Benevolo, a complex and multi-faceted scholar, architect, planner, historian, who worked across disciplinary boundaries in the last six decades. Born in 1923, Benevolo obtained a degree in Architecture in Rome in 1946, and has since then devoted his work to the history of the Italian and European city, the history of architecture, the history of urban planning and the evolution of inhabited landscape, in particular in Italy, teaching in the Universities of Rome, Florence, Venice and Palermo from 1955 to 1977. Unlike many other Italian scholars, Benevolo has extensively worked and taught abroad, having been visiting lecturer at the Universities of Yale (New Haven) Columbia (New York), Caracas, Teheran, Rio de Janeiro and Hosei (Tokyo). More than that, Benevolo's many books have been extensively translated, discussed and used as training materials in many different countries, namely in North and South America, thus influencing the debate about the evolution of the city and the peculiar relationship between inhabited space and local

communities. Benevolo's style has helped such diffusion, because it is plain and it aims at presenting the most interesting questions arising in the planning field to an audience not necessarily formed by technical experts. Significantly enough, his value as a scholar and as a disseminator of an original interpretation of the European city throughout the centuries is not fully recognised in Italian critical literature, neither in urban planning nor in urban history. Starting from this background, the paper aims at exploring the diffusion and influence of some crucial Benevolo's ideas and books in the international debate and in the creation of an international planning studies community. One significant example is *The European City* (Blackwell, 1995), Benevolo's contribution to the series *Making of Europe*, developed in 1993 from the joint initiative of five European publishers (Beck in Munich, Blackwell in Oxford, Critica in Barcelona, Laterza in Rome and Bari, Seuil in Paris), but there are a relevant number of his most famous books translated into English (*The History of the City*, 1980; *The European City*, 1995; with Bosman J., and Giedion S., *Matrix: Point-line-plane City*, 2000); into Spanish (*Los Orígenes del urbanismo moderno*, 1981; *La descripción del ambiente*, 1982; *El arte y la ciudad medieval*, 1982; *La ciudad y el arquitecto*, 1985; *Historia de la arquitectura del Renacimiento*, 1988; *Historia de la arquitectura moderna*, 1990; *La ciudad Europea*, 1993; *Introducción a la arquitectura*, 1994; *La captura del infinito*, 1994; *La proyectación de la ciudad moderna*, 2000); into German (*Geschichte der Architektur des 19. Und 20., 1964*; *Die Geschichte der Stadt*, 1990); into French (*Aux sources de l'urbanisme moderne*, 1972; *Histoire de l'architecture moderne*, 1988; *Histoire de la ville*, 1993; *La Ville dans l'histoire européenne*, 1993; *Histoire de l'architecture moderne*, 1999); into Portuguese (*História da arquitetura moderna*, 1976; with Melograni C., Giura Longo T., Moreira R., *Projectar a cidade moderna*, 1987; *História da cidade*, 2003; *A cidade e o arquiteto método e história na arquitetura*, 1991); into Chinese.

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[1973]

THE INNOVATION OF THE LANDSCAPE PLANNING IN ITALY

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Landscape is a special focus of interest and innovation of spatial policies in the European Landscape Convention of the Council of Europe (ELC, 2000). The ELC holds that landscape is 'an essential component of people's surroundings, an expression of the diversity of their shared cultural and natural heritage, and a foundation of their identity' as well as an economic resource to implement sustainable development (art. 5a). The ELC is taking a dynamic approach to landscape, recognizing that nature, history, and culture coexist and interact in the landscape. Therefore the safeguarding of landscape should be redefined as a project and a program for action in order to help landscape undergo environmental, economic, and social changes in view of the needs and expectations of various social actors (art. 1e) and in view of changes in territories that have been stipulated by planning.

This innovation has been implementing in Italy in the new Italian Code for the Heritage and the Landscape (DL 42/2004 e DL 157/2006) and in the recent Regional Laws for Territorial

Governance (in the Friuli Venezia Giulia, the Veneto, the Toscana, the Lombardia, the Umbria, Campania e Sardegna) and in the new Regional Landscape Plans (in Piemonte, Abruzzo, Molise, Puglia, the Sardegna). According to the international guidelines, for the first time in Italy the Code develops the Regional Landscape Planning to the entire territory (to the ordinary and the excellent landscapes) and it introduces a new operative framework to promote the sustainable landscape valorisation policies and projects, that should be implemented in the practices.

In this view, the paper wants to describe:

1. the new approaches on the landscape, the environment and their interactions in the Regional Laws, in the policies, in the Regional Plans and in the most recent landscape projects;
 2. the new principles of the Regional Italian Laws for the landscape and the territory, that are introducing new contents to the landscape and the environment protection and valorisation policies and projects, with reference to plans;
 3. the innovation of theories and methodological approaches of the recent Landscape Planning, aimed at describing the evolution of protection policies, the subjects and the forms of the plans, the weaknesses at operational level, the relation between landscape planning and the new planning tools for sustainability.
- This innovation process can be traced to the upgrading of the Regional plans (in the Province of Trento and the Friuli Venezia Giulia, the Veneto, the Lombardia, the Toscana, the Lazio, the Campania, the Calabria) and to the experimentations of new plans aimed at the Code and the ELC.

This comparison of Italian regional experiences wants to define the new methodological approaches and the experimentations to promote landscape policies and projects and the integration of the environmental and territorial processes aimed at sustainability.

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[974]

NEW TOOLS TO BUILD A DEMOCRATIC CITY: AN EXPERIENCE OF STRATEGIC PLANNING IN LOW DENSITY TERRITORIES AND CITIES

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EU intergovernmental policies for cooperation foster an increasing number of local governments to take responsibility for the improvement and implementation of processes of interaction at all levels of urban planning. In line with these policies the task of this research is to develop methods and techniques for encouraging participation and finding consent, in order to identify consistent policy choices. There is increasing evidence of cooperative networks being formed among territories and cities to share stories, socio-economic processes and formal or informal organizational features. These networks develop policies based on horizontal strategies of a cooperative, interactive and contractual nature, that are enhanced by the inclusion of specialist knowledge in all significant areas and linked to specific local conditions. However, the small size of many urban areas does not allow them to "automatically" become nodes of a network in order to get a comparability at an inter-local governmental level: relationships of solidarity need to be built based on identity or through formalized cooperative practices (Agenda 21, territorial agreements, Strategic Planning, etc.). The authors, in the course of the activities of the strategic plan, conducted a participatory policy-making experience for a small town in north-western Sardinia by testing some innovative methods and software tools for decision-aiding. The aim was to build and then strategically evaluate the actions, projects or scenarios that might feasibly be decided on over the next twenty years.

In this research, "Decision Explorer" software was used to represent clearly the problem at issue and to structure the strategic process in all basic elements, goals and actions, and finally "ASA" software was employed to assess and compare actions and projects with three criteria: the interest level, the relevance and the cost of the project for stakeholders involved. The research conclusion is also related to those found in strategic planning literature.

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[975]

BRIDGING A DIVIDED CITY: A REDEVELOPMENT STRATEGY IN CARACAS METROPOLITAN REGION.

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The City of Caracas has undergone in the last eight years through a process of social and political division that has deeply affected urban space and functional relations citywide. The ongoing division in Venezuelan society has caused the dividing of the urban space in such a way that people from different parties have created their marked territories: The west belong to government sympathizers and the East to those who oppose the government practices. This paper analyzes the dynamics of Urban Caracas (population circa 3 M.) to create a new HUB for urban Caracas that may serve as mediating urban loci where people from both sides feel comfortable sharing site entertainment, business related activities and affordable housing.

The hypothesis of this research is to analyze a declining old industrial site in Metropolitan Caracas strategically located and its conversion to accommodate a technology-oriented center to create new jobs, an expanded floor area for retail and office buildings, community services, entertainment, and affordable housing sponsored by the Government related agencies.

The approach of this research is to analyze the urban structure in terms of land use, population, and the structure of employment both by type of activity and location in the determined sectors. The population study and the analysis of the employment structure will inform about the urban dynamics within the area. These aspects will serve as a basis to guide further policies for urban development in Metropolitan Caracas.

The relevance of this research lies in the conversion of a large non-operational industrial area located between two of the most dynamic corridors in Eastern Caracas. This paper analyzes the factors affecting land use patterns and assesses the area's strategic location. It envisions inputs of capital investment, generation of new jobs, and an upgrading of the built environment that may serve as a model for urban sustainability in metropolitan areas. Its relevance in planning education lies in the shaping of new spaces that foster governance and bridges social capital. This in turn, creates scholarly grounded knowledge for citizenry and best practices in planning.

Key data sources: National Census and empirical work carried on site.

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[976]

POVERTY TRUTHS: THE ETHICO-POLITICS OF KNOWLEDGE IN THE NEW GLOBAL ORDER OF DEVELOPMENT

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This paper examines the ways in which authoritative knowledge is produced by development institutions and how such forms of truth shape the distribution of resources. In the mid-1990s, there was the emergence of a "new global order of development," one concerned with global poverty and human development. Embodied in global social contracts such as the Millennium Development goals, publicized in celebrity led poverty campaigns, and embraced by global institutions such as the World Bank, this is a moment when poverty has once again become visible. Recently, the United Nations declared 2008 as the year of the "bottom billion," the billion or so people living in extreme poverty, on less than \$1 a day. This paper analyzes the planning discourses and practices that are associated with the new poverty regime. It argues that despite the dispersed global nature of this era of development, there is a rather solid and rigid "Washington consensus" on poverty – one where authorized experts put forward the authoritative diagnosis of poverty and thus determine programs and policies of poverty alleviation. Based on several years of institutional ethnography, the paper focuses on fashionable poverty alleviation ideas, for example microfinance, to reveal the workings of the Washington consensus. How is such expertise produced and disseminated? With what implications? What is the ethico-politics of poverty associated with such a production of truth? But the paper is also concerned with how the hegemony of Washington-centered expertise comes to be challenged by counter-hegemonic institutions and forces. For this the paper turns to Bangladesh, one of the world's poorest countries and yet one that is home to some of the largest and most innovative poverty-focused civil society organizations (including the Grameen Bank, winner of the 2007 Nobel Peace Prize). In recent years, Bangladesh has seen significant improvements in both income poverty and human development, though its overall rates of poverty and inequality continue to be of disastrous proportion. By studying the regimes of planning established by these homegrown institutions, the paper puts forward an analysis of counter-hegemonic discourse and practice. This then is a battle of ideas, one where a "Bangladesh consensus" challenges the "Washington consensus" even while each borrows and echoes elements of the other. Such a story speaks to the politics of knowledge and the ethics of expertise that lies at the heart of planning.

[977]

ARE WE SAME OR DIFFERENT? THE EVOLVING PERCEPTIONS OF DEVELOPMENT CHALLENGES

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This paper will analyze why and how planners in developed nations drastically changed their views about planning challenges of developing nations during the twenty five years following the end of World War II.

Through an analysis of the classical literature on development planning which were published during the first decades of development (1945 – 1955), and contrasting the content of that literature with that of a second wave of literature published between 1965 – 1975 when the dominant development planning paradigm came to be seriously questioned, I would argue the following: That soon after World War II, with the declaration of Universal Human Rights (1948), decolonization of newly independent nations, and the

beginning of the Cold War, Western developed nations assumed that developing nations would modernize the same way as the developed nations, relying on capitalism and democracy. The dominant theme of the time was the similarity of human aspirations in developed and developing nations and that both would industrialize similarly supported by similar institutions, both economic and political. This assumption came to be questioned seriously, however, by 1965 when development critiques took the opposite view: That the institutional realities of developed and developing nations were totally different, and that good planning required indigenous, bottom-up, and inward-looking efforts appropriate for the very different conditions of developing nations.

The dominant academic disciplines contributed to this reversal from “we are same” to “we are different”; and development planners borrowed strands of criticism from the different disciplines to weave together a new ideology of development which celebrated difference over similarity. The leading voice highlighting difference over similarities was that of the Anthropologists who had returned to developed nations from their field work in developing nations, and argued that old style development planning was homogenizing cultural differences in the name of modernization and producing odd results. Economists – particularly, the neo-classical variety – were also critical of traditional planning efforts which had drawn intellectual strength from development economics, a sub area within economics which was severely criticized for supporting too much state intervention in capital, labor and commodities markets. Sociologists, who had earlier supported the social construction of “the rational man” necessary for modernization, now focused on social marginality and exclusion, and warned of social upheaval if the development paradigm was not drastically modified. Political scientists too had changed their minds by then because many developing countries had changed to authoritarian regimes from democracies by 1970. They began to argue that development did not require Western style democracy, not at the early stages, but that instead political order was essential, and that such political order could only be established by taking into account the specific power relationships in each setting. In short, the differences between developed and developing nations and not their similarities became the basis of understanding their relationship.

What now? The paper would probe this important question both descriptively, by identifying the current trend which has been heavily influenced by the growing literature on globalization, and also normatively, by suggesting how the planners in each setting should be thinking about “the other” in a world deeply interconnected but also with deepening inequalities in life opportunities.

**[978]
FROM BOSTON TO NICOSIA: LESSONS IN CULTURAL
PLANNING FOR BRIDGING THE DIVIDE**

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Municipalities on both sides of the Atlantic in some of the continents' older cities are adopting urban design and cultural planning guidelines to infuse tourism investment capital to their underutilized cores. These attempts are often the result of critically reassigning or relocating cultural institutions with the aim of promoting a market for cultural consumption. The proposed research examines the effectiveness of cultural redevelopment projects such as Boston's Faneuil Hall and Baltimore's Inner Harbor to find parallels and compare strategies with the attempts by UNOPS/UNDP and local stakeholders to use cultural planning as a way of bridging the physical and political divide of Nicosia in Cyprus. The latter organizations' aim has been to promote the common heritage of

Nicosia's cultural core through a series of strategic renovations of its urban fabric and key historic buildings and infrastructure and the relocation therein of institutions that act as catalysts for redevelopment and regeneration. At the very least, the goal is to curb disassociative planning practices so as to understand the city in its entirety and as a unified urban construct with a common DNA.

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**[979]
DIFFUSION, TRANSFORMATION AND DEPLOYMENT OF
PLANNING CONCEPTS: THE PROGRESS OF URBAN
SUSTAINABILITY AND COMPACT CITIES IDEAS IN
JAPAN**
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As elsewhere, the concept of urban sustainability has had a huge impact on concepts of planning and urban management in Japan since the early 1990s. Japanese urbanists and planners are very aware of Western debates about urban sustainability, compact cities, and ecological footprints, but historical and institutional factors have generated both a very different discourse on sustainability, and a distinctive set of policy approaches. Three key issues are significant in differentiating Japanese debates from those in Europe. First, most of the current opinion leaders on issues of urban sustainability were deeply influenced by the pollution crisis of the 1960s, and the social and environmental movements that formed in response. Second, in response to the pollution disaster and the 1970s oil crisis the Japanese government successfully pushed pollution abatement, energy conservation, efficiency and recycling programs, resulting in dramatic decreases in air pollution, and one of the world's highest ratios of GDP to energy input in the world. This policy success contributed to a widespread sense of the legitimacy of top-down bureaucratic/technocratic solutions to major environmental policy issues and reinforced a distinctive Japanese policy-making process involving government, industry and academia in consultative councils. Third, the issues of urban sustainability and global warming appeared on the Japanese policy agenda primarily as a foreign policy issue after the Kyoto Protocol meetings, resulting in a rapid and particularly centralized response, that focused initially on a policy of doubling nuclear power generation in order to shut down oil-fired generating plants. While current policy now focuses on 'compact city' solutions, invoking urban sustainability as a rationale, in fact the motivation may be more related to issues of shrinking population and inner-city decline.

This essay examines debates about urban sustainability in Japan, and the evolution of processes of urban policy formation that invoke concepts of sustainability during the period 1992-2007. The research is based on interviews with opinion leaders and literature reviews of urban planning and urban policy journals. The hypothesis is that while significant downstream elements of western debates about urban sustainability – such as the 'compact city' idea – have survived the transfer to Japan and been incorporated into policy, certain foundational elements of the larger sustainability debate – such as transfrontier equity and intergenerational equity – have had little resonance in Japan. The essay will examine the contemporary meanings of urban sustainability in Japan, and will trace the transformation of concepts of sustainability during processes of

diffusion into the institutional context of Japanese governance and planning culture.

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PLANNING FOR THE SHRINKING CITY: LESSONS IN EQUITY FROM POST KATRINA NEW ORLEANS

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Planning for shrinking cities is a prominent planning topic in Europe but it has enjoyed relatively less favor in the United States, perhaps because it is antithetical to what planners do. As noted by the Poppers (2002), planning as a profession is about managing growth not managing decline. Traditional training may not provide the skills needed to successfully plan for the “smart decline” of cities that experience significant population loss and the concomitant loss of wealth, businesses, and revenue. Yet the topic of planning for shrinking cities in the U.S. has recently been brought to the fore by Youngstown, Ohio’s award winning plan to downsize the city. Other cities in Ohio and the Midwest are looking to Youngstown’s initiative for solutions to their own abandoned neighborhoods, concentrated poverty, and shrinking revenues.

We argue that before policy makers and planners embrace smart decline policies such as strategically targeting resources or realigning public services away from nearly abandoned neighborhoods, they must gain a better understanding of the equity implications of those policies. For example, has the planning profession used a cognitive framework that favors the demands of growth over balancing it with issues related to resource distribution, access, sustainability and equity? If so, it is likely that smart decline policies will continue to operate within this framework? Can we reasonably expect such efforts to address the central problems of today’s shrinking cities, and with what outcome?

To answer these questions we explore whether post Katrina decisions in New Orleans extend policies and practices that favored the growth machine. This study utilizes a two stage qualitative approach. In the first stage we analyze city plans and documents to determine patterns of resource allocation and redevelopment before and after Katrina. In the second stage we conduct structured interviews with residents, planners, and public officials to determine their perceptions regarding the equity of resource allocation patterns and redevelopment.

This study is significant because decisions regarding the nature and targeting of scarce public resources in New Orleans are being made as the city undergoes its slow transformation. These decisions, although made in the context of rebirth, are decisions about equity and the common good that can inform the broader discussion of planning for shrinking cities like Youngstown.

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[1981]

KNOWLEDGE PROPAGATION – THE POSSIBLE CONTRIBUTION OF OPEN SOURCE TO DEVELOPING AND SHARING PLANNING METHODOLOGIES AND PRACTICES IN DIFFERENT CONTEXTS

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There is a growing recognition of the need for new approaches to planning in the light of increased turbulence in social and ecological systems, and increased calls for active stakeholder participation. This will require new approaches and considerable capacity building amongst planning practitioners. Several authors have recently discussed the difficulties of transferring ideas about best practice in planning from one context to another (1,3). They highlighted the need for practitioners to learn to adapt methodologies to suit their particular contexts. This paper explores the possible contribution open source can make to exchange of planning practice and knowledge.

Open source is a form of intellectual property, initially developed in the field of software, in which the ownership of the property confers the right to decide how the ideas will be shared. Case studies of the use of open source in software have demonstrated that it has encouraged wide scale knowledge exchange, many people’s creativity, and adaption of ideas to new contexts (2). Researchers have begun to explore possible applications of open source to areas outside of software, in fields ranging from product design to the provision of public services (4). The author of this paper suggests there are several ways open source may improve knowledge exchange in planning, namely in meeting the need to:

- spread ideas and share practice widely;
- promote learning across networks and boundaries;
- allow methodologies and practices to be adapted to particular contexts;
- maintain quality assurance and integrity in the use of methodologies,
- and innovate and improve ideas continuously.

This paper will draw on the emerging body of literature that explores the conditions necessary for effective open source development of ideas, including an in-depth review of the way in which open source has been implemented in other contexts. Principles of success for fostering learning organisations will be explored from the literature (e.g. 5). Through integrating these two bodies of knowledge, a new framework for encouraging effective propagation of knowledge in planning methodologies and practice will be developed. This theoretical development will thus provide a new framework for knowledge propagation within spatial planning, which can then be tested in a range of contexts.

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INTERNATIONAL PARTICIPATION IN PLANNING AND URBAN DESIGN IN PROVINCIAL CHINA

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Over the last ten to fifteen years, planning and design professionals in the US and Europe have increasingly been engaged in consulting work in China. Major A&E firms from England and the US have been opening offices in Beijing and Shanghai. Recently, the concern with sustainable urban development and China's policies to alleviate pressures of urbanization has been an engine for commissions for new town plans and city expansion plans across China's provinces. Parallel to this, schools of planning from several American and European universities have been increasingly involved with research on Chinese urbanization, collaborations with Chinese scholars, and consultations at the national, provincial and city levels. Although most such work has until now been found in major Chinese world cities such as Beijing and Shanghai and in the large coastal industrial cities such as Guangzhou, provincial cities increasingly have the resources and interest in involving international universities and consultants in the planning and design process.

As a result of these efforts, a growing literature is emerging on the subject of Chinese urbanization, urban planning, and urban design. Some of the important references are listed below. During the last twelve months, the School of Planning at the University of Cincinnati has been preparing a Conceptual Plan for the expansion of the City of Anyang in Henan Province through a collaborative agreement between the city and the School. The experience of the faculty leading this project with field work, the planning process, plan preparation, and the engagement of students has revealed some important issues that need to be addressed by planning schools and planning professionals engaged in international planning in provincial China. Key among them is the use of knowledge and critical analysis gained from planning education based on Western models and American experiences to address expanding urbanization pressures in China. This task is made even more difficult when it is acknowledged that urban planning regulation systems at the local level are ineffective or non-existent, that the central government dictates economic development and imposes environmental policy, and that market-driven development and redevelopment do not adhere to defined institutional and regulatory development controls and funding mechanisms the way planners are accustomed in the US and Europe.

This session will introduce the subject of international participation in planning and urban design in provincial China by first providing a framework for considering the topic and then discussing briefly the Conceptual Plan for Anyang within that framework. Then the key issues will be identified and the session opened for their discussion among the participants.

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[1983]

POSTER: INTERDEPENDENCIES: URBAN DESIGN AND PLANNING IN AN INDIAN CONTEXT

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Within a seemingly chaotic urban schema of Indian Cities, there is an underlying order, based on a pluralistic society of extremes and their levels of inter dependencies. This paper explores these interdependencies both in terms of understanding associated planning practices that influences future growth patterns, eventually its urban schema.

In recent times, urbanisation in India has seen an unprecedented growth and interest, especially real estate. A lot of urban growth (including speculative ones) is a direct spin-off of strong market conditions; policy towards liberalisation and more recent changes in planning acts e.g. Urban Land Ceiling Act (ULCA).

Taking a case study of South Mumbai, this paper attempts to examine present day developments where practices have interpreted an understanding of urban schema through a generalised global narrative. It would be far-fetched to deduce methods of analyses through generalisation for such a pluralistic society without flexible approaches, especially the ones that negate a methodology for collaborative re-building of urbanism.

This paper is an attempt to share and contribute to an ongoing debate in the planning field about international exchange through understanding, analysing and deducing strategies hence reassessing approaches of urban design and planning in an Indian Context. It suggests that while all the focus on the physical regeneration forms the basis of rebuilding the urban schema, it does elude the interdependencies that lie within these built environments.

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[1984]

ROUNDTABLE - THE ETHICS OF STANDARDIZING THE CRITERIA TO ACCREDIT INTERNATIONAL PLANNING PROGRAM: A VIEW FROM THE AMERICAS

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There is a huge debate on the goals and potential consequences of international accreditation and/or international criteria for accreditation. Many progressive international planners oppose international accreditation or international standardization of criteria. Some claim that international accreditation is part of the political and institutional program of the World Trade Organization, which seeks the commodification of education at the global level. To this effect, the UNESCO international conferences are preparing the grounds for global international accreditation, because through international standardization, global regulatory institutions will have access to the market of international planning education.

In the 2004 ACSP meeting in Portland, some international planners hold a session on this topic. The Australian, New Zealander, and African associations initiated the discussion on standardization. However, some other participant associations of international planners such as the Brazilian Association (ANPUR) rejected the proposal of standardization claiming that it was a way to impose the planning experience of and views from the Northern universities - mainly US and UK universities- on the rest of the world. The universities opposing standardization claimed that: "We do not want uniformity, nor models, we want diversity."

The issues raised by standardization pose interesting and challenging ethical questions regarding whose educational and planning standards will be used around the world and who will decide if those standards will be approved or not. The participants in this panel will address those pressing questions as a way to forge a view towards ethical global outcomes.

Planners from Jamaica, Brazil, Venezuela, Canada, Colombia, and Mexico will participate in the roundtable. More authors to add later. They are in the process of confirmation.

Carol Archer (pending)
John Betancur (pending)
Clara Irazabal (pending)
Barbara Rader (pending)
Carlos Vanier
Teresa Vázquez
Tingwei Zhang (pending)

[1985]
**FALSIFICATION OR CONFIRMATION BIAS? MAKING
GENERALIZATIONS IN INTERNATIONAL
DEVELOPMENT RESEARCH**

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Although generalizing from any context is tricky, the problem is dramatically aggravated when working across national borders. Culture and language differences, the endemic nature of governmental institutions and historical influences, and significant changes in how goods and services are valued can render inter-country comparisons suspect (Dogan and Pellasy 1990). Yet, globalization and the ever increasing connection between various parts of the world make generalizing across cultures and contexts inevitable.

How then do we generalize when working internationally? Do we bring a confirmation bias whereby we end up confirming our pet theories even if they might not apply? Or do we in true Popperian fashion do our best to falsify our theories? Our finding is that confirmation and falsification do not exhaust the universe of discourse and in fact generalization is a more complex phenomenon by which we can protect our existing knowledge while also addressing contextual anomalies. Our example concerns the "filtering" of housing stock. A popular idea in the academic literature in the United States and Europe, filtering is defined as the passing of housing stock from more to less affluent segments in the market (Baer and Williamson 1988; Baer 1991). The affordability typically comes about from the decline in the quality and value of old housing stock due to obsolescence, deterioration and change in style. We would rationally expect this to happen in a market economy when the newer housing stock is more up to date and more valuable than the older and where households desire mobility.

Our story is, however, about what happens when two researchers who are primarily trained in North America test the hypothesis of filtering in Rome. The issue of filtering is more complex in Rome. The walled area of Rome has special historical significance. Housing within the walled city has locational prestige and leads to conservation, renovation, and rehabilitation efforts. At the same time, institutional constraints inflate the value of the old housing stock compared to newer stock. So, what does this suggest? Does the filtering hypothesis hold in Rome? Are the peculiarities of the Roman context enough to negate any expectation of filtering? Or, might we successfully "protect" our expectation of filtering while still accounting for the endemic factors of the housing market in Rome?

We find that we are able to protect our hypothesis of filtering, not in its earlier form, but by positing a notion of "reverse filtering," where the major thrust is on renovation and rehabilitation, rather than on substantial provision of new housing units. This notion of reverse filtering is different from other notions of filtering, including "upward" and "downward" filtering (Baer and Williamson 1988). It may even be unique to Rome or to Italy. But the instructive lesson is that the very facts that lead other researchers to conclude that the housing market in Rome has failed (van Hees 1991; Padovani 1984, 1996) and thus implies no filtering, moves us to confirm our hypothesis of filtering. Our data collection is from the 1990s. While the housing situation there may have changed there is no reason to believe that we will not be able to "protect" the filtering hypothesis in some way if we did the study again.

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[1986]

EXPLORING A PARADOX: SUCCESS OF AN AMERICAN PLANNING IDEA IN INDIA

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This paper probes a paradox: How the American idea of neighborhood unit became the proto-typical model for designing neighborhoods in India. My objective is to highlight how ideas are first imagined and produced in a context and how these ideas then become susceptible to processes such as reimagination and reproduction, which facilitate their travel to other contexts but appropriate their originality. The neighborhood unit was first introduced by Clarence Perry in volume seven of the *Regional Survey of New York and its environs*, published in 1929. Perry conceived the idea as a comprehensive physical planning instrument for designing self-contained neighborhoods. The concept not only traveled well to many parts of the world including China (Lu 2006), Ghana (Kichherr 1968), and the U.K (Silver 1985) but also became the leitmotif for designing post-independence residential extensions to Indian cities (Dutt 1993, 365). In the first part of this paper, I describe the American social anxieties, theoretical influences and practical concerns that shaped the conception of neighborhood unit during 1920s. In the second part, I describe the concept's introduction to India by highlighting the aspirations of indigenous elite and imaginations of pioneering planners. My strategy for fleshing out the importance of imaginations and aspirations is to juxtapose Perry's conception with the adapted versions produced by Otto Koenigsberger and Albert Mayer for its application in India. This is important because neighborhoods both require and produce contexts (Appadurai 1996, 184). Neighborhoods require a context because their conception in terms of imaginations, production and maintenance is grounded in the context of place where they are conceived. Neighborhoods produce a context in the sense that they seek to create a place which in the imaginations of their designers and producers either creates a new or improves upon the existing context. By juxtaposing the twin sets of required and produced contexts of American and Indian environments, I demonstrate how planners substituted the original concerns and anticipated outcomes of the neighborhood unit to argue that the same concept suits the disparate Indian context. Such a repositioning of the concept enabled its introduction to India but appropriated Perry's original concerns and intentions. This also shows how different actors choose to see different characteristics in a planning concept, depending upon their agendas and intentions. The research material for this paper comes from published texts such as journal articles and scholarly books, government planning archives, and interviews with Indian planners.

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POSTCOLONIAL PLANNING: RACIALIZED COMMUNITIES AND COLLECTIVE SOCIAL PLANNING PRACTICE IN CONTEMPORARY TORONTO

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My paper shows that Toronto is the location of social-spatial transformation, and immigrants and racialized groups are part of that transformation. This transformation is not simply based on the changing demographics due to immigration; it is due to the active participation of groups in transforming the terms of their engagement in the city and with city government through social planning. My research is based on my case study of the Alternative Planning Group (APG), a collective of four social planning organizations among groups of Chinese, continental African, Latino-Hispanic, and South Asian communities in Toronto from 1998-2005. My empirical research identifies three elements to a postcolonial planning in Toronto; these are: (1) planning as collective practice that challenges dominant planning practices; (2) a critical examination of multiculturalism and diversity; and (3) a struggle through contestation and containment for an identity-citizenship connection. For the purposes of my paper, I will focus primarily on the first element with a briefer discussion of the second and third. I conclude that postcolonial planning is an emergent planning practice in Toronto, based on knowledge that is situated in the Alternative Planning Group's communities, and in their shared histories of immigration and social marginalization. My research expands planning scholarship by investigating an approach to planning that is politicized, and that is practiced, experienced, and situated within and among immigrant and racialized groups in Toronto. I argue that the APG's efforts constitute a new approach to planning—what I term "postcolonial planning"—that challenges and attempts to transcend the neoliberal transformation of Toronto, the colonial histories of immigrant groups and legacies imposed upon these groups in the city, federal official multiculturalism policy, and city government diversity management practices

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[1988]

CITIES IN TRANSITION: SPATIAL PLANNING IN MODERN CHINA

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This paper examines the critical episodes of Chinese spatial planning in the context of the country's urbanization and modernization process since the early 1920s, focusing primarily on the significance of diffusion and assimilation of borrowed ideas and techniques in planning application for the construction of urban landscape. The multiplicity of channels that transfer planning knowledge into China – through the translation of imported techniques into local specificities, direct implants of physical imaginary identity, and the

interpretation of spatial planning as a component of the macroeconomic development and resource allocation process – has contributed to form the hybrid layering of the spatial and social fabric of urban neighborhoods in Chinese cities and recorded the change of urban history.

Ever since the concept of modern planning first appeared in the early 1920s and became an effective tool by the founding father of the Nationalist government – Sun Yat-sen – to reconfigure the industrial ports based on scientific rationalization principles along China's coastal line, assimilation of ideas for spatial planning from outside of China has been utilized frequently by the respective governments for the purpose of political and ideological legitimacy, and as part of the massive reformative measures undertaken to advance economic development. The aim of this paper is to shed light on the critical elements that variously determined, mapped out, and/or influenced the specific trajectory of Chinese spatial planning, and to narrate and analyze to what degree the transformation of planning theory and techniques has occurred with the imprint of "Chinese-ness," and was influenced by deposited cultural and contemporary political ideologies to function sufficiently (or not) in a country that experienced dramatic turbulence in the wake of its delayed modernization.

This paper is to be organized both chronologically and thematically. The intended structure interweaves a horizontal dimension that chronicles China's episodic spatial planning "moments" with a vertical dimension consisting of the defining institutional characteristics of planning practice, namely, its regulatory framework, its organizational forms of operation, and its formal consequences.

[1989] **TOWARDS GARDEN CITY WONDERLANDS: NEW TOWN PLANNING IN 1950S TAIWAN**

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The Garden City movement and its successor the New Town programme are arguably the most widely disseminated and influential British planning practices in the 20th century. The variety of international emulations appeared to prove that these concepts were transferable and adaptable to different cultural, political and social contexts. The realizations, however, often misinterpreted or mutated the original intentions resulting in an often bizarre or inappropriate importation of these planning phenomena.

This paper will explore the historical context, process and results of the introduction of new town planning in 1950s Taiwan. It will examine the influence of British practices upon the Taiwanese pioneer planners formulating planning as a professional activity and their significance upon the planning and cultural history of Taiwan.

Drawing on interview records with the planners and previous research on the post-war planning history of Taiwan, this paper will investigate why and how — in what circumstances and through what media — these planning ideas were imported. It will examine in detail two renowned 'Garden City Master Plans', Jhong-Sing New Village (JSNV) and Yonghe City, which were formulated by the same group of the planners in the mid-1950s. Applying Western planning theories and practices, both of these 'garden cities' were designed to be independent and all-inclusive communities, but for very different purposes and intended roles. The JSNV, distant from existing urban areas, was created to be a new political centre to serve as the seat of the Taiwan Provincial Government, while the Yonghe

City was designated as a satellite city, a sub-center to accommodate the metropolitan overspill from Taipei.

The paper will demonstrate through these case studies how the planners — in search of a reference for the development of new towns — visualized a diagrammatic model based on British practices that focused on aesthetic order and pastoral imagery. In contrast to many other countries that adopted the Garden City concept holistically following the translation of the seminal texts and theories, Taiwan saw the pictorial and conceptual compositions of British practices as practically viable solutions to the problems of rapid urban development and overpopulation. The conclusions will therefore illustrate the appropriateness and both the potential successes and failures of the worldwide transfer of planning concepts.

*This proposal is partly drawn from the case studies in the doctoral research currently undertaken by Yi-Wen Wang and supervised by Professor Tim Heath, tim.heath@nottingham.ac.uk.

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[1990] **TRANSNATIONAL PLANNERS IN A POST-COLONIAL WORLD**

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The former colonial world of the twentieth century was one of the principal test beds for the invention and perfection of modern Western-style urban planning. After 1945, however, the old imperial hegemonies increasingly gave way to a post-colonial world of new nation states. Yet most found themselves continuing to rely on the professional expertise (and various kinds of aid) of foreigners. No longer did the imperial powers themselves hold the monopoly of such roles. Instead a more heterodox group of planners from a wider variety of countries appeared. The United Nations (and other international organisations of various kinds) brokered and funded many technical aid arrangements while others derived from specific exercises in bilateral aid. Broadly, however, there was a flow of planning expertise from the West and the Soviet bloc (while it existed) to the post-colonial world.

This paper draws widely from the experiences of individual planners to examine their roles as actors in the transnational exchange of planning ideas and practices. It considers the key variables which shaped their work and in particular, the mutual impact of their encounters with otherness. While the dominant outcome was, for much of the post-colonial period, a 'negotiated imposition' of exotic, largely Western, planning models, this conceals a gradation of experiences that varied across time and space, and between individual actors from the crassly neo-colonial to highly sensitive and inventive responses to local circumstances.

Some planners, perhaps the least known, were simply 'staying on' from imperial days, working within the often rather over-engineered

and increasingly creaky planning systems that had been put in place (often by their former bosses) in the late colonial era. Others were new to planning for 'the wider world', some simply responding to narrowing opportunities for private consultancy in their own countries as planning after 1945 became more deeply institutionalised within government. Still others used the breakdown of colonialism to escape the narrow confines of their own small countries to find new, grander opportunities on the international stage.

A key difference with the colonial period was the greater attention given to strengthening indigenous planning capacity, partly by working alongside the exotic planners, and by sponsorship of overseas training. Initially this involved what amounted simply to a local indoctrination with internationally dominant planning models. Indigenous replaced exotic actors but outcomes did not change significantly. Negotiated imposition of external models subtly changed to uncritical borrowing of the same. Over time, however, there was an evolution of planning educational approaches that were less insensitive in addressing the needs of the developing post-colonial world. The changing economic and political contexts after the 1970s encouraged such changes. The later twentieth century saw the rise of new external agendas, driven by agencies such as the World Bank, that fostered economic liberalisation. Less expensive forms of public planning suited this new direction.

But the economic changes were embraced more effectively in Asia than elsewhere in the post-colonial world. One result here has been a growth in local planning expertise that has increasingly supplanted the need for transnational planners, at least from the affluent capitalist world. There has been a gradual increase in the numbers of transnational planners from a few of the former colonies themselves. Their services are largely demanded by neighbours seeking the secrets of their home country's perceived 'success'. We can be sure that this process will continue to strengthen. The most successful post-colonial countries now increasingly use foreign planning expertise in the same way as do countries in affluent world, as a way of signalling their connectedness to and ability to compete in the world. Elsewhere, however, more basic development challenges remain.

[1991]
DOWN TO EARTH: RECOGNIZING THE INEVITABLY SITUATED NATURE OF PLANNING PRACTICE
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The paper reviews the tension, in planning theory, between 'universalist' normative theoretical perspectives on the one hand and 'situated' perspectives on the other. It argues that the dominance of universalist perspectives (shaped by the particular world-views and geographical regions from within which they have originated) has impoverished and limited planning theory. It makes a case for the inevitably situated nature of planning practice and hence the need for greater recognition of this in planning theory. While the discourses which shape and direct planning in a particular context are often influenced by ideas and theories which have been globally spread, and which often claim to have universal 'reach', the operationalization of these discourses through particular planning practices takes place in specific locales with specific combinations of characteristics.

It is at this 'interface' between discourse and practice, and the human and environmental nature of places, that the normative goals of planning so often come undone. Here 'conflicts of rationality' arise – between politicized technical and managerial efforts to direct human conduct towards particular ends, and the messy and complex reality

of human efforts to survive. Questions of economy, identity, race etc shape this reality. But the interface is not a questionable 'binary' between a will to order and something that escapes it. It is a site of struggle in which engagement can take on diverse, unpredictable and hybridized forms, having sometimes negative and sometimes positive outcomes. Here the most interesting possibilities for understanding and learning arise.

Such conflicts of rationality in planning have taken on acute form in the global South, where planning discourses shaped by a Northern and liberal perspective operate in geographical regions where very different forces hold sway. But the deep socio-spatial divides which may be more evident in the global South are increasingly making themselves felt in the global North, as globalization, migration, resource depletion, and aggressive militarism and fundamentalism, affect all parts of the world. Understandings from the global South can make important contributions to planning theory, confined, as it has been, by Northern perspectives. The aim here is not to replace Northern with Southern hegemony in planning theory, but rather to argue that a grounded, or situated, understanding of planning practices and their effects, in particular contexts with particular social, cultural, political, economic and environmental characteristics, can enrich planning theory and improve its relevance for planning practice everywhere.

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[1992] **WOMEN'S SAFETY AUDITS AND WALKING SCHOOL BUSES: THE DIFFUSION/ DE-FUSION OF TWO RADICAL PLANNING TOOLS**

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The Women's Safety Audit Guide was developed by the Metro Toronto Action Committee on Public Violence Against Women and Children (METRAC) in 1989, for women's groups to identify unsafe public places and how they could be improved. The Walking Bus, wherein volunteer adults accompany children to their local school, was one of several "modest ideas" in David Engwicht's 1992 book "Towards an Eco-City: calming the traffic". Both ideas spread rapidly around the world over the next decade and a half, winning support from governments, non-governmental organizations, and the private sector. But along the way, both tools became professionalized, neutered of their original radical intent, and in many cases, used in ways that were counter-productive to the original aims of their creators. This paper tracks the practical application of these planning tools over time and across space, looking at good practice (as well as bad and ugly practice) in an attempt to track how urban policy discourses travel, and what gets lost along the way.

[1993] **POSTER: RESEARCH ON TOWN PLANNING IN THREE GORGES RESERVOIR AREA--A CASE STUDY OF THE SHIZHU TUJIAZU AUTONOMOUS COUNTY IN CHONGQING, CHINA**

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China's urbanization is at an essential point, moving from initial stage to acceleration stage. Town construction must be seen as an important issue, combining society, economy, technology and culture with the stratagem to address problems in national development.

Shizhu Tujiazu Autonomous County, which is located on the south of Yangtze River in Eastern Chongqing, is the only minority autonomous county in Three Gorges reservoir area. The construction of country-town is significant to the development of Chongqing cities. Relying on Chongqing and facing the countries, the country-town can connect country and city. Developing the country-town is a strategy to promote the connection of rural areas to the urban core, and fully improve the society, economy, culture, science & technology and education of outlying areas. Developing the country-town can help to solve the contradiction created by the industrialization of some township enterprises which is more advanced than that of the cities they are in.

Developing the country-town is of great significance to utilize the surplus labor force in non-urban areas, promote and channel off the development of township enterprises, protect the environment, use the arable land rationally, and improve the education and living for farmers, etc. Developing the country-town is an effective way to expand domestic demand and stimulate economic development. Developing the country-town can not only help to ease the pressure of large and medium-sized cities, reducing the blind immigration of the surplus labor force into large cities, but is also significant in that it would transfer some industry from cities into the country, reduce the concentrated pollution, and distribute the urban and rural population rationally. Because of this, developing the country-town is of great significance to the environmental protection in Three Gorges reservoir area[4].

However, with the rapid development of the country-town, some problems and contradictions with this type of planning emerge over time: the country-town does not have transparent, scientific economic management mechanisms which can lead to construction confusion, ground use squandering, environmental pollution, unreasonable industrial structure, and disharmonic infrastructure layout. Without the supervision of planning law in country-town construction, the small town could become out of harmony with the area, the function of small development in the area restricted; the country-town resources used freely without thought of consequences, and the administration becomes chaotic, leading to repetition in construction, resource waste, and so on.

The article combines the three pivotal problems: ground use problem, zoology pollution problem and infrastructure construction problem, which country-town planning confronts, in order to analyzing the underlying reasons for them: the two stratum structure being the more important reason, the conservative conception, the system imperfect; finance resource deficiency, the lower investment scale in the infrastructure; the planning getting behind of construction and unscientific, without the system of region co-construction and co-fruit. And on the base, the author puts up the countermeasure to them.

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[1994]

CULTURISED PLANNING FOR CITIES - CONSTRUCTING AN INTERNATIONAL FRAMEWORK FOR CULTURAL CAPACITY-BUILDING IN PLANNING RESEARCH

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Culture is increasingly recognised as the defining intellectual resource of our time, yet its incorporation in planning is often incoherent, uneven and commodified regardless of the type of planning considered or the level of its spatial scale. Does this predicament admit of solutions and if so how could they be achieved? The paper argues that a more coherent concept of culture and more pluralistic, critical and ethical approaches to cultural research in planning are the bases of a feasible solution. Such a solution could answer the diversity of world-wide arguments for planning reform put forward by significant planning commentators and the UNESCO World Commission for Culture (WCC).

The paper seeks to illustrate an original approach, with international relevance, described broadly as 'culturisation' and its related culturised system outlined by the author in other contexts. This methodology is suitable for consideration for all types of planning, including development planning and masterplanning, social and heritage planning, sustainability planning and ironically cultural planning itself as practiced in a number of developed countries. The framework is relevant at all of planning's spatial scales including for example strategic planning for metropolitan regions and sub-regions and for fine-grained local and neighbourhood planning. The approach promotes the recognition of differential local cultural emphases and interpretations while at the same time emphasising the role of connective cultural narratives and theories in inter-regional and regional planning and between planning types. It also highlights the importance of considering and incorporating culture in planning in reflexive and ethical terms as an antidote to the commodification of culture.

A broad ontology of culture, based on Lefebvre, is used to introduce the comprehensive and interrelated categories of culture that help to ensure a holistic appraisal and inclusion of culture in planning research. At the same time, the approach is compatible with individual interpretations of culture at local, regional and international levels through responsiveness to local cultural 'content' and the specific cultural configuration present in any one place (Soja). In the same terms it is also able to facilitate the development of a more supple postmodern planning praxis (Sandercock).

The paper argues that the approach adopted is equally relevant to the development of planning education, planning practice, and planning theory as its methodology addresses calls from theorists, educators and practitioners for greater responsiveness to culture in planning as well as similar pleas from various organisations connected to the international state.

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**[1995]
 CHINA'S URBAN PLANNING UNDER INSTITUTIONAL
 UNCERTAINTY**

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The economic reform since 1978 toward a market-oriented economy has brought Chinese urban development into a new era along with profound organisational transformation and institutional change. The gradualist nature of the economic reform has cast intriguing impact on the course of institutional change. Taking a leading role in the development of Chinese cities, new organisations of the local developmental state and danwei-enterprises evolve in the context of dualism. Institutional uncertainty is consequently derived from an explicit absence of the state as a third-party for rule setting and enforcement, and from ambiguity caused by dualism which is the co-existence of the outgoing planning regime and an incoming market system. As a result, the new urban planning regime is characterised by facilitating a reciprocal relationship between rent-generation and rent-transfer. Actors are deprived of a long-term perspective because of an absence of market order.

**[1996]
 THE NEW GENERATION OF NATIONAL SPATIAL
 STRATEGIES: THE SEARCH FOR NOVEL CONCEPTIONS
 OF SPACE AND SPATIAL POSITION**

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In many European countries a new class of spatial planning strategies at the national level has emerged. Most of these strategies take the shape of non-statutory documents and as such do not have any binding impact on for instance lower levels of government. They nevertheless fulfil several important functions. They entail pleas for territorial planning at a level – national or sub-national – which has not been addressed before and for which no genuine planning subjects exist. Also they advocate a novel spatial planning approach focusing on influencing stakeholders rather than on classical, dominant forms of planning directed at the regulation of land-use. In all cases the makers of these strategies propose novel images of spatial structure and spatial position looking beyond national borders. Therewith they pay tribute to territorial developments and changes at the European level and below as well as to new political frameworks at the EU level, like the European Spatial Development Perspective and the Territorial Agenda of the EU and the emerging policy goal of territorial cohesion in the Lisbon Treaty.

This paper investigates a sample of recent national spatial strategies from two related angles: the Europeanisation of national policy systems and the search for new conceptualisations of space as a reaction towards the growing “relational complexity” of urban and regional dynamics. Leaving from recent Europeanisation literature the paper assesses the level of Europeanisation of the new class of spatial planning strategies. To identify whether these strategies propose novel conceptions of space the paper leaves – amongst others - from the analytical framework as proposed in Healey 2004 which is

based on a distinction between so called essentialist and relational conceptions of space and Dühr's (2006) approach to analyse the visual language of spatial planning. In relation to this, the paper seeks to answer two main questions: a) for which motives do these strategies position countries/region in a European context; b) which decisions and instruments are proposed to make these strategies operational?

The paper seeks to apply the literature on the Europeanisation of national policy system to the domain of spatial planning and contributes to the debate on the adaption of territorial policies to fundamental changes of the spatial organisation of society.

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**[1997] Please see at the end of Track 3.
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**[1998] Please see at the end of Track 13.
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**[1999] Please see at the end of Track 14.
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