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ABSTRACTS

Planning for diversity and multiplicity:

A new agenda for the World Planning Community

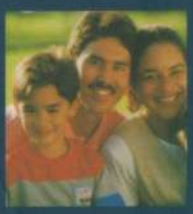

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TABLE OF CONTENTS

Track 1: Governance, Politics and Conflict 3

Track 2: Informal Housing and Land Tenure 51

Track 3: Housing and Community Development 67

Track 4: Gender, Ethnicity, Identity and Social Equity 103

Track 5: Technology and Planning 123

Track 6: National, Regional and Local Planning Under Conditions of Globalization 145

Track 7: Planning History 173

Track 8: Planning Theory 189

Track 9: Spatial Policies and Land Use Planning 231

Track 10: Urban Cultures, Heritage and Urban Design 271

Track 11: Transportation and Infrastructure 317

Track 12: Planning Education and Planning Practice 353

Track 13: Comparative Development Planning 373

Track 14: Multi-national and Cross-border Planning 403

Track 15: Planning Law, Administration and Property Rights 423

Track 16: Environment, Sustainability, Social Justice and Resource Management 451

Track 17: Economic Planning and Development 497

Track 18: Healthy Cities 519

Track 19: Rural and Regional Planning and Development 531

Track 20: Planning in Mexico and Latin America 553

Author Index 581

TRACK 1: Governance, Politics and Conflict

'VERANTWORTUNG' IN TERRITORY - SPATIAL GOVERNANCE IN GERMAN METROPOLITAN REGIONS

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The most recent issue of the German Raumordnungsbericht (BBR 2005) introduces an idea which is very interesting with respect to the current discussion of territorial governance in EU countries (Commission of the European Communities 2001)(see also reports from ESPON 2.3.2 project). The section addressing spatial categories in need for specific strategies speaks very lengthy about metropolitan regions in Germany. The section culminates at the point of even mapping a new spatial delineation of the German territory identifying separate 'regionale Verantwortungsgemeinschaften', i.e. communities of shared responsibility, spatial units with a distinguishable core and allocated hinterlands.

The rhetoric of regionale Verantwortungsgemeinschaft is quite interesting. All English language meanings go into the German Verantwortung: responsibility, resembling social questions; accountability, being called to account administratively; taking a risk (and probably winning all). Gemeinschaft is going back to early conceptions in sociology about community (Tönnies), as different from society. This Gemeinschaft terminology is particularly suggestive, addressing a communal society where "personal relationships are defined and regulated on the basis of traditional social rules. People have simple and direct face-to-face relations with each other that are determined by natural will — i.e., natural and spontaneously arising emotions and expressions of sentiment." (to quote Encyclopedia Britannica) Can this be meant or intended by the authors incepting this new delineation – and what does this imply for the governance in such regions?

From a territorial perspective, at least as being reflected in the current scholarly debate, the main question seem not to be anymore whether there 'is' governance but 'how' to organize it the best possible way. Also the overall political aim has already been defined, e.g. taking the example of the EU seeing governance as one instrument towards territorial cohesion (meaning in particular economic competitiveness). Current research tries however to further qualify this by identifying which forms of governance in urban and territorial policies exist in Europe and what the impacts of it are.

The paper will report about the German ideas and critically reflect these on the background of comparative research on governance in urban and territorial policies in Europe (the so called ESPON 2.3.2 project), and address both, theoretical and practical implications.

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USING COST BENEFIT ANALYSIS TO EVALUATE THE USE OF EMINENT DOMAIN AGAINST OWNERS AND THE DISPLACEMENT OF TENANTS OF PUBLIC HOUSING:

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The City of Camden, New Jersey, the crime capital of the U.S. in 2005, has devised a redevelopment plan for its Cramer Hill neighborhood, a neighborhood that is currently occupied mainly by poor people in public housing (media family income of $17,000 in 2004) and in private single-family homes (median income of $34,000 in 2004). The neighborhood sits along the Delaware River, across from Philadelphia. The plan calls for using eminent domain in order to evict about half of the homeowners and for the demolition of all the public housing in the neighborhood. The neighborhood will then be redeveloped as a high-income bedroom community, most likely for commuters from Philadelphia. The residents sued the city to prevent the proposed plan from going forward; I prepared a cost benefit analysis on their behalf. Cost/Benefit Analysis has rarely if ever been used in such cases. But since the recent New London, Connecticut decision by the U.S. Supreme Court, a neighborhood can no longer use the fact that it is not blighted as a defense. Cost/Benefit analysis appears to be the only alternative to challenge the wisdom of a plan. My session will show how we accounted for the hardship of displacement suffered by owners and by tenants of public housing; the cost of relocating homeowners and public housing tenants; the net benefits from a proposed golf course and its alternative uses; and the net benefits to the new owners. The question of "standing" will also be discussed. This is a case that is currently being litigated and if it is decided prior to my presentation I will discuss the decision.

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DYNAMIC VISIONING: A CATALYST FOR CHANGE?

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Visioning is a process in which people build consensus on a description of their preferred future –the set of conditions they want to see realized over time. Visioning involves a dynamic interaction between all the participants rather than a unidirectional flow. The reiterative process occurs at the moment of constructing a shared vision as well as through the process of implementing the vision. Visions come alive only when shared and when they directly involve stakeholders and empower them. Visioning taps the public's knowledge and creativity. At is core visioning is concerned with "what could be". This breaks existing paradigms and forces citizens to move outside their usual assumptions. It develops openness to new ideas and to understand and accept the need and opportunity for change. Since the envisioning of a discontinuous future involves change, all resistances to change are present. An important purpose for a vision is to create a mandate for change. As, too often, we do not plan the "ideal" place but come into terms with the "good enough" place this paper searches for a planning approach that enhances creativity in envisioning and making it a real instrument for imagining and conceptualizing social/spatial transformations and different futures. Visions must inspire, must fire the hart and capture imagination. Vision carries the connotation of value, meaning and purpose. If we start with limitations rather than with images of a desired future, we may never arrive at the future we really want. A first hypothesis

of the paper argues that utopian thinking stimulates reflection of how things can be different, how things could be truly better and how to become innovative. The paper therefore reflects on utopian thinking as the capacity to imagine a future that is radically different from what we know to be the prevailing order of things, as a way of breaking through the barriers of convention into the sphere of imagination where many things beyond our everyday experience become possible. This utopian thinking has two moments that are inextricably joined: critique and constructive vision. The vision needs the broad picture but also the specificity that trigger the aspirations in ways that energize actions. Indeed a second hypothesis of this paper is that a vision must be designed to lead to implementation. Without commitment to implementation, a vision is incomplete and will not result in positive change. A vision without actions is merely a dream but vision with action can change the world. Bridging the gap between vision and action becomes the second focus of the paper.

The paper relies on a critical and selective review of relevant literature, some first results of a major research project "Spatial Planning to Spatial Projects" and the authors own experience in practice.

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THE GOVERNANCE TURN IN PUBLIC HEALTH

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Several white paper and other national policy documents on public health in Norway describe the need for a new implementing structure based on partnership between public, private and voluntary sector, and partnership between national, regional and local level, and a process based on collaborative and institution building planning. The intention is seemingly to supplement the traditional government structure in public health with a governance structure.

In this paper my research question is to what extent this governance turn in the national public health policy is implemented at regional and local level in Norway, and what kind of experiences the two levels have done in implementing the policy.

In order to address this question, I first of all will discuss the terms governance and collaborative planning. Then I will summarise some of the findings from research done on implementing governance and institution building in public health and other policy sectors such as regional development, and discuss the relevance of these findings for the public health work in Norway. I shall collect my own empery from at least one county with the use of a questioner to key actors at regional and local level, and by interviewing some of them, and by studying relevant documents like strategic and tactical plans, and some concrete local projects. In this paper I shall discuss my empirical data against the findings from implementing governance in public health and other policy sectors, and draw some conclusions on how to improve the public health work. I believe the paper can be of interest for those who teach public health work and for those who are struggling with implementing the governance based public health policy in practice.

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THE "URBAN ADJUSTMENT": THE WORLD BANK'S AND THE INTER AMERICAN DEVELOPMENT BANK'S URBAN POLICIES FOR LATIN-AMERICAN CITIES

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This paper is an attempt to analyze the World Bank and the IADB (Inter American Development Bank) actions in Latin-American cities as well as the type of "urban adjustment" they sought to implement over the past decades.

In order to do so, we have adopted three approaches: the analysis of institutional discourse, particularly as to what concerns their urban policies; the analysis of financing patterns and the evolution of sector loans to Brazil, Argentina and Mexico; and the analysis of negotiation patterns with local governments, case of Sao Paulo.

The loans offered by these two financial institutions carry with them an affirmative agenda: they attempt to model a certain pattern of public resources use and State organization, based on the emulation of management methods developed in the private sector, aiming at full costs recovery and rates of return, the city being managed like business and for business.

In practical terms, what has been divulged by urban projects financed with external loans is a model of outsourced public management at the beck and call of a private technical body whose main objective has been to establish partnerships with the private sector, autonomous investment agencies as well as more efficient forms of bill and tax collection.

Arguably we witness the change of parcels of local governments, mainly those parts in charge of areas of the country providing support to transnational businesses, into management structures increasingly trained to respond to great private interests and neglect any links with real democratic interest, as preaches the doctrine of "good governance".

While increasing the external debts, these are not only "best practices", but are responsible for social and environmental disasters guided by the most absolute indifference, shrouded by the appearance of a merely technical rationality.

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PLANNING WIHIN A MEGA CITY REGION: THE CASE OF MILAN

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The emerging situation of the most dynamic city regions is the complete mismatch between the administrative structure and the way in which the new city is taking form.

While the tradition is that of "one plan for one territory, for one authority" we are now facing the need of conceiving plans that affect territories overcrowded by different fragmented authorities and in which the territory is frequently borderless and variable.

It must be observed that to describe the new city egion of Milan that has emerged from the complex processes of transformation in recent years, we must consider an area that includes 10 provinces with almost 8 million inhabitants and 700,000 firms: Milan, Lodi, Piacenza, Pavia, Novara, Varese, Lecco, Como and Bergamo. They belong to three different regions and we could also say that the urban region occupies part of two different countries if we consider that Lugano in Switzerland can be legitimately described as a genuine part of the Milan area.

It is an area which on the one hand functions in a heavily integrated manner thanks to the development of communications systems and which on the other is the outcome of the fragmented growth patterns experienced by our urban societies.

In the case of the Strategic plan for the Province of Milan in Italy, the Milan Polytechnic is trying to help the Province in developing a planning process which deals with a series of uncertainties.

The paper will illustrate the experience and will focus in particular upon two relevant governance problems:

- the emergence within this area of new urban aggregations which can become a resource for what is defined as a policy of "territorial cohesion" across the region;
- the emergence of new "communities at distance" which show a looser and looser linkage with a specific locality and which are more and more important for the functioning of the city-region itself.

Dealing with this two problems implies the construction of a new governance and planning culture whose main aspets are illustrated.

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DIFFUSING NOVEL GOVERNANCE EXPERIENCES TO NEW CONTEXTS: TRANSFORMATIONS IN THE PORTUGUESE MUNICIPAL PLANNING AND GOVERNANCE SYSTEMS

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Over the past thirty years, Portugal has experienced wide transformations in its municipal planning and governing systems, as it progressed from a conservative dictatorship to a liberal democracy integrated in the EU. Most recent transformations stem from principles, policy agendas, and governing structures mandated by the EU itself, from established practices in other European countries, or from the

diffusion of successful "home-grown" experiences. Despite increased dissemination of principles of decentralization, subsidiarity, democratization, and efficiency, few experiences at the municipal planning level have been able to overthrow the enduring bureaucratic, corporatist, and personalistic mode of operation of the dictatorship period.

This paper proposes to uncover why and how such pattern has persisted for this long by analyzing the diffusion to several cities across the country of the urban governance model experimented in Lisbon for the World Fair EXPO'98. Taking the EXPO model as a yardstick, central government instituted in May 2000 the POLIS Program, an initiative designed to lead a group of eighteen municipalities across the country to improve the quality of their main cities and their processes for conducting urban planning and development. The POLIS Program entailed a culture and an organizational arrangement centered on a private company operating as a redevelopment agency, which were perceived by central government to produce better results than current practices of municipal planning and governance.

The paper reports on how and to what extent did agents involved in project implementation adopt the EXPO model by way of the POLIS design. The paper hypothesizes that adoption of the EXPO culture during the implementation of POLIS projects occurred when agents engaged in direct interaction with each other, both formally and informally, in the context of joint problem-solving, and not just by overlaying the POLIS model on the existing institutionalized planning and governance practices and structures. In those cases, agents were able to craft new discourses and practices about municipal planning and governance in ways initially unexpected by the POLIS model.

Methodologically the research proceeds from an understanding and characterization of the EXPO and POLIS models as they are formally perceived by agents, to the analysis of project implementation processes in cities, using in-depth case studies of three POLIS cities, and a combination of other research methods: key-informants, in depth interviews, review of documents, and newspaper articles.

This paper hopes to contribute to the understanding of the nature of the processes and mechanisms which promote or hinder the diffusion of novel governance experiences to new contexts, as part of the larger context of understanding institutional change.

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URBAN GOVERNANCE IN LATIN AMERICAN CITIES—THE GROWTH OF INFORMALIZATION

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This paper will discuss the explosion of informalization in Urban Latin America and its impact on urban governance. Based on general data from Urban Latin America and specific research in Colombia, the paper will examine the informalization of the Latin American city, the dominance of an accompanying de-facto order as opposed to the formal order and its impact on the institution of government and the practice of governance. The paper argues that an ever expanding informal economy is

producing an alternative de-facto order of social relations that exists along with the order established by government regulation and in fact constitutes a mechanism of subversion of this order. While there is a clear tension between the two orders, however, however, the formal economy navigates between one and the other at convenience. Such dynamics produce a hibrid. The formal economy resorts to one or the other at convenience integrating itself to the alternative order of violation of institutionality and legitimizing it along the way. The informal economy becomes a convenient mechanism for lowering working conditions and labor costs. These arrangements result in a "flexible" mixed order paying lip service to the institutionality while at the same time violating it continuously. The paper ends with a discussion of the impact of this contradiction on institutional social relations, the legitimacy of government regulation, an economy that navigates back and forth between the two orders, and urban governance. Is this the type of flexibility in the system of regulation required by the latin american city to perform in an increasingly globalizing urban economy and society?

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A DOUBLE DISASTER: THE RECOVERY OF NEW ORLEANS FROM AN AFRICAN-AMERICAN PERSPECTIVE

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Hurricane Katrina destroyed most of the historic black and pre-civil rights segregated New Orleans. The historic black ghetto lay almost 20 feet below the nearby Mississippi river. When the levee breached, it saved many areas of affluent white New Orleans but completely devastated black New Orleans. Almost before the flood waters receded and the evacuees were settled, a secret meeting was held in Dallas by New Orleans civic elites. The elites wanted to use the flood as a reason to rid the city of its lowest income, indeed, crime infested areas by shrinking the city footprint. Mayor Nagin was an early proponent of this plan, which put together a special commission without city council approval. The special commission was sponsored by leading developers and supposedly had the backing of the Urban Land Institute. Unfortunately, the plan of the special commission was a plan to bring back only -some- of New Orleans.

This paper will describe the planning process forged by civic elites and the grassroots reaction to these plans by local community groups scattered across the nation to fight for their homes and their land. The paper will catalogue from an

inside perspective how planning tools have been arrayed against low income citizens and how they are fighting back. It will also pose opportunities for planners to assist in fighting against this plan to dislodge the lowest income residents of their homes and their place in the future of New Orleans.

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THE POWER OF METAPHORS: INSIGHTS INTO PLANNING WITH DIVERSITY

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This paper responds to a statement made by a South African development worker, who told me that a wide "repertoire of metaphors" was an essential skill for working under conditions of conflict and difference. The paper addresses the following questions: how are metaphors employed by residents and planners in conflicts? How do they fit into planning (what are their functions)? How do we, as planners and academics, think about metaphors at practical and theoretical levels?

Recent work on stories and storytelling in planning has focused attention on the ways participants in planning processes – planners, citizens, and academics – frame problems and possibilities. The paper examines metaphors, one component of storytelling, to explore their construction and use by various parties to local planning conflicts. While some theorists and practitioners contend that metaphors provide a means to bridge differences and communicate across cultural and other divides, other observers note how they are employed to justify and normalize abuses, or make claims over resources and political power.

The paper outlines potential ways in which metaphors may be employed, and provides illustrative material to support arguments that metaphors, like other stories, can be double-edged, reflecting dominant approaches to the framing of problems and simultaneously creating small, important opportunities to capture the imagination of the 'other'. Empirical evidence is drawn primarily from observations of development planning processes and interviews with planners and residents in Mozambique and South Africa conducted between 2000 and 2003.

The paper contributes to emerging planning debates on the role of stories in planning practice. By examining these dynamics in the context of communities in Southern Africa, this paper also engages an oft-neglected element of such studies – the interplay between stories and wider processes of political and economic enfranchisement or exclusion.

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RIGHTS TO THE CITY: CONTESTED SPACE AND URBAN LIVELIHOODS

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Central theme: As processes of globalisation and economic liberalisation have created geographical and social zones of exclusion, many of the urban poor are forced to survive outside the new world economic order. In low income cities poorly linked to the global economy, 60-80% of urban residents may work informally - many depending for their livelihoods on access to urban public space. However, public space is a hotly contested realm, with many competing demands on its use. Municipal governments and formal businesses seek an ordered city image, while national governments control public space to demonstrate power – this is also the arena in which rebellion and civil strife is played out. In the battle for control of public space, urban elites usually win and the rights of the urban poor are ignored. Although the academic debate on rights to the city is well established, the concept of rights can create a new paradigm of urban governance which allows equal access to all urban residents of the rights to claim the city.

Approach: This paper draws together three strands in the literature. The first strand is the debate on human rights – rights to freedom speech; rights to work, and rights to organize. A second strand is the discussion of urban space as a physical and social construct and as a common property resource to which access and use is proscribed by formal regulations and informal social conventions. The third strand revolves around the informal sector and urban livelihoods, for example as discussed by the International Labour Office in their campaign for decent work in the informal economy, and the emerging global movements of street traders who are beginning to find a voice. Taking examples from the developing world, for example the Brazil City Statute, and drawing on a case study of Dar es Salaam, the paper will examine the achievements and challenges of an innovative rights-based approach to pro-poor urban governance, examining lessons for the international policy agenda on urban management and democratic representation.

Relevance and key data sources: The paper is of relevance to all those interested in governance, conflict resolution and improved urban management in cities of the south, strengthening the contribution of the planning profession to the international development agenda framed around the millennium development goals, and to rights-based urban governance. It draws on recent DFID-funded research conducted by the two authors based on detailed study in Dar es Salaam and elsewhere.

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LOCAL COMMUNITIES AND WASTE MANAGEMENT: WHICH ROLE FOR MEDIATION?

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Despite the emergence of strong demands for an inclusive waste planning and management, public participation continues to play only a thin role in it. As a result, local communities refuse top down decision making concerning for example the localization of new waste treatment plants. A new environmental awareness together with the fear that such decisions might prejudice the efforts to trigger a competitive "green" local development are increasingly at the origins of individual citizens protests as well as the constitution of grassroots movements, the mobilization of social and environmental NGOs, or the emergence of heterogeneous social networks which all aim at contesting and opposing what are perceived as "top down" waste management scheme.

This is also the case of many local communities in the Apulian Region - Southern Italy- which had never been involved in a waste planning and management decision processes since a year ago when for the first time the new Government of Bari Province, decided to start a new participative waste planning process. The process, by involving both local key actors and citizens, aimed at to intercept common knowledge in order to define an innovative waste management strategy able to merge political, technical and social issues and, in such a way, avoid the raise of stubborn conflicts. The contestation of any proposal of localisation of new waste plants characterized all the process.

In the mainstream literature such a refusal is usually interpreted as the manifestation of the NIMBY syndrome, or as waste wars. In this paper, I will show how these two different perspectives miss a crucial point. I will propose a different perspective which is based on the raise of local communities resistance and contestation during the provincial waste planning process. I will sustain that the inefficacy of waste planning processes can be interpreted not only as a problem of participation, but also as a problem concerning the lack of mediation and argumentation in the new seemingly open and inclusive environmental decision making contexts. In particular I will argue for the need to reconnect issues concerning mediation to the 'new modes' of governance which increasingly shape our local development plans and policies. In order to promote participative processes it is necessary to reconsider the role played by argumentations in in continuos changing an unknown communicative spaces.

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URBAN SOCIAL MOVEMENTS AND THE STATUTE OF THE CITY - THE MAKING OF THE PARTICIPATORY MASTER PLAN OF SÃO LUÍS, MARANHÃO, BRAZIL

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The promulgation of the Federal Constitution in 1988, the approval of the Statute of the City in 2001, the creation of the Ministry of the Cities in 2002, and the Conferences of the Cities in 2003 and 2005, all of those, are events that demonstrate the tendency of democratization of the Brazil urban life. Such events also strengthened the popular movements in two manners: by promoting their participation in the process of urban planning and management, and by requiring public audiences and debates involving the representatives of the different social segments.

Nevertheless, considering the history of urban planning in Brazil, it is possible to identify some obstacles in the democratization process of our cities. One of them is the professional practice of urban planners, very authoritarian. The others are the mechanisms of self-reproduction of the real estate market, which maintain a hegemonic position within the urban life. Both of them are traditional components of the urban environment, and are, in large part, responsible for our current model of exclusive cities, and the obvious barriers that stand in the way towards the construction of the Participatory Master Plan.

That lead us to the conclusion that the possibility of including in the Master Plan questions capable of superseding the current process of social exclusion depends on the mobilization and on the capacity of participation of the very sectors of our population that are, until now, excluded from the city. From this point of view, it is possible to say that the popular movements´ ability to demand for both better life conditions and the presence in the Master Plan of questions that contribute for their effective social inclusion is decisive for the implementation of the Statute of the City.

As the national consensus, through the Statute of the City, seeks to consolidate a new national urban policy, it is important to examine how to adjust the traditional Urban Planning methods to those proposals, and how to include in this process the diverse social agents that act in the city.

In this context, a few questions emerge: How do the marginalized urban layers insert themselves in the universe of Urban Planning, in general, and in the Participatory Máster Plan, in particular? What are the obstacles that inhibit and surround the participation and contribution of society in comprehending, debating and deciding the urban questions? What real potentials of participation and decision open up for the people with the approval of the Statute of the City? In the process of implementing of urban democracy, how do the Municipality and the business corporations that affect the urban space react and behave?

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THE EVIDENCE-POLICY INTERFACE IN STRATEGIC WASTE PLANNING: THE TECHNICAL AND THE SOCIAL DIMENSION

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In the last decade there has been an upsurge of governmental interest in evidence-based policy, coupled with an emphasis on a utilitarian view of research. This emphasis on research for the sake of policy has contributed to a highly selective nature of the construction of knowledge on urban environments, with those areas that have not been considered as a policy problem failing to attract investment in research. Strategic waste planning has been a striking example of such policy areas. The first part of this paper provides an overview of the disjuncture between policy and evidence and argues that the lack of research has contributed to the under-development of intellectual capital in this field. This overview will set the context for the second and third parts of the paper which draw on a case study of recent attempts at the regional level to improve the evidence base for urban waste policy. These aim to examine the interface between the technical and the social dimensions of knowledge production and knowledge transfer as was experienced in the work of the Regional Technical Advisory Body (RTAB) in the North West (NW) of England. By drawing on five basic tenets of technical rationality, the paper provides a critical analysis of how the NWRTAB's adoption of a predominantly technical-rational approach affected the dynamics of knowledge-policy interplay. It is argued that technical rationality proved to be inadequate in satisfying some of the rhetorical expectations that are often associated with it, and that help perpetuate its continuing popularity among professionals and policy-makers.

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STRATEGIC PLANNING: QUESTIONING CITIES AS COLLECTIVE ACTORS

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1. The paper addresses the issue of "autonomy" as a central one in order to interrogate that of "collective-actor city" (Le Galés, 2003). In particular it aspires to question the risks and residual possibilities, of the "myth of the city" as mobilising resource coming out of a phenomenon of resurgence of strategic planning throughout Europe often based on too simplistic a re-proposition of the notion of "collective actor-city". In trying and represent themselves as "collective actors", through the rhetoric and action-frames proposed by strategic planning, cities still seem to suggest a mean interpretation of "autonomy" which does not deal with the more and more related (socio-political-institutional-actorial) dimension they are part of.
2. It will rather display the urgency of a "relational" interpretation of "autonomy", coming from a perspective which: (1) looks at territory as a, not intentional, product, of social interactions, where territory is not a given, but rather the outcome, partial and temporary, of interactions between actors; (2) looks at public(s) as not pre-existing to plan and policies, but as something which get constituted when there's the perception of something constituting a problem or a resource in common; (3) looks at territorial communities not as a given, but as an eventual by-product of the planning processes,

constituting when groups or individuals become responsible of the production of public goods on a territory whose definition is strategic and changing as well as the composition of the social aggregation which decides to cope with the treatment of problems to deal with (Crosta, 2005; Amin, 2004; Healey, 2004).

3. This issue concerns both theory and practice: since on one side we have to find out new ways to look at cities as eventual (collective) actors, and on the other new ways to treat city as a complex and rather new form of actor, in order to assure it both legitimacy and efficiency of action. Stressing the "relational" dimension shows to be central to move from forms of strategic planning based on a comprehensive, hierarchical, bottom-up approach, to new ones based on the acknowledgment of the cities as complex arenas of actors, made upon multiple belongings and networks, where actors, roles, identities and interests constitute during the process and territories are strategic product, rather than dimensions to be taken for granted.
4. The paper will use the Strategic plan of the Province of Milan as a central case-study. At the same time it will also be based on a general overview of the strategic planning experiences activate in the Italian context and at the same time to their European references.

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WAKING UP ANOTHER KIND OF PARTICIPANT ON URBAN HERITAGE RESERVATION,CHINA TODAY

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In China today ,the government is still the strongest one during all kinds of urbanization prosess and construction, for instance, the major part of conservation of urban heritage building is finacied by governent, individual,certan non-gonvernmental organazations are very tiny part of it.However, there are most conflict whithin the perservation of heritage and development in China today,and there are still more problem in it in terms of if only government still be the only on voice in preservation or redevelopment . At the same time there existing a kind of potential and strong tendence, which is that, the non-governmental part, including domestic and international organizations and individuals want and should take part in the process of conservation of urban heritage,so the reserch hope firt analysis the existing situation of these non-governmental part 's participant of heritage conservation,including the exsiting law context and attitude of China government and local society ,and them, try to find some constructive guildline to the government to full use and contral this more and more open conservation market,whithin the research, Shanghai,and some well development water towns of Ytz river will be the case studay.

The research is part of my doctral dissertation which is just beginning.

The data will mainly from the govenment, internet and some book.

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DEVELOPING GOVERNANCE CAPACITY IN CONTROVERSIAL SPATIAL PLANNING

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The case of harbour development in Flanders and the Netherlands

Decision-making about spatial development is a highly controversial issue in the Netherlands. Decision-making processes around for example development at Amsterdam Airport or the realisation of the High Speed Rail, take a long time. This is because of the complexity of such decision-making processes. The complexity results from networks of actors tied by interdependencies in a society where resources and knowledge are spread among a variety of actors (Kickert, Klijn, Koppenjan, 1997). Of course, this is not a typically Dutch problem, decision-making in many countries is faced with these complexities.

Each decision-making process tries to find ways to cope with this complexity. Many studies have explored the way in which these processes lead to acceptable and realisable outcomes. But much less attention is given to the question how such processes, which can be seen as searches for ways of 'good governance', also result in a form of capacity to deliver good governance in the future. In other words, decision-making processes deliver participating actors a rich source of experiences. They can use these experiences (in terms of factual knowledge, changed frames of references, new preferences and ambitions) in future decision making rounds. The same holds for the experience they build up with using specific institutional arrangements, policy strategies and so on.

In this paper we want to look how two controversial policy trajectories in the Dutch spatial planning result in increased governance capacity for the future. We therefore first conceptualise this concept by using contributions of authors like Chaskin, Innes, Booher and Healey. We then give a short introduction to our cases, the deepening of the Western Scheldt (a complex decision-making process between the Dutch and Flemish government) and the expansion of the Rotterdam Harbour with a new land acquisition in the North Sea. We describe these cases with help of the policy rounds model of Teisman (1999) and we analyse how subsequent policy rounds result in growing (or diminishing) governance capacity. We conclude our paper with describing fruitful and less fruitful ways of developing governance capacity and with some further research questions.

Part of PhD-research, drawn from approved dissertation proposals. Dissertation supervisor for both: Prof. Dr. Ing. G.R. Teisman, Teisman@fsw.eur.nl

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LOCAL GOVERNANCE IN THE GLOBAL CITY — MANAGING ETHNIC DIVERSITY

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Local government is a central component of democratic political systems. It provides a range of social services, acts as an arena for individual and group decision-making processes, and serves as a channel of communication for the representation of local interests. Despite the centrality of local government in urban governance processes, few city residents participate in shaping these structures, choosing their leaders or defining their policy agendas. In London, mean voter turnout in local elections has hovered around the 35% mark since 1955, If we look inside poor communities of color, the problems are magnified. In wards of concentrated deprivation, turnouts fell below 20%. These are worrying signs as history suggests that marginality in the form of economic deprivation and social exclusion alongside political disengagement can lead to instability and urban unrest.

In previous research on London, I found that enhancing transparency, access, representation and salience of local government institutions led to changes in the patterns of formal political participation within minority neighborhoods (Gross, 1996, 1999, 2002). While African and Caribbean communities tended to have lower levels of voter turnout overall than other minority groups, when local democratic capacity was enhanced -participation increased. Interestingly I found a much weaker correlation between democratic capacity and turnout in other ethnic communities. Clearly one size does not fit all. A more differentiated local institutional environment may be advantageous if one is interested in engaging local populations in local governance. In this paper, I present data on London, Toronto, Paris and Copenhagen. Each of these cities has been experimenting with local democratic reforms, all experienced economic restructuring, large influxes of immigrants, and socio- spatial segregation of ethnic groups. Do different local institutional configurations correlate with differences in local voting behavior cross-nationally? What lessons can be learned for policy makers, in global cities, seeking to mitigate local democratic deficits and create more responsive local governance processes?

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STRATEGIC DELIBERATION IN SPATIAL DEVELOPMENT POLICY: CHALLENGES AND POSSIBILITIES FOR CITY-REGIONS

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After years in which reforms of metropolitan government have been high on reform agendas, there seems to be – particularly in Europe – a renewed awareness of the need for stable arrangements for strategic deliberation in city-regions. While only in a few cases resulting in the establishment of new formal governmental jurisdictions, struggles for more effective and integrated management of development at the city-regional scale have often led to the adoption of loose and basically voluntary cooperative governance arrangements. These appear to be either targeted to rather defined ad-hoc – if multiple tasks – involving selective intergovernmental participation, or conceived as more flexible, open and 'creative' multi-purpose arrangements. While in the former case a prevailing administrative attitude restricts the range of policy options to less than controversial issues, in the latter the relative opacity of access and participation modalities makes governance arrangements highly dependent on leadership inputs and liable of limited accountability and high instability. Both interpretations seem to fall short of a strategic capacity to address future-oriented, integrated development choices in innovative democratic ways.

Governance experiences that address the issue of developing a strategic capacity are therefore more and more concerned with creating settings that can provide stable conditions for collective choice. Accordingly, they express a concern with the capacity of governance processes to provide 'dedicated collective goods', attuned to the specific needs of the area, as well as to achieve 'indirect' outcomes in terms of promoting relational settings that may enhance long-term abilities for collective deliberation.

At the core of the issue of developing strategic capacity in city regions stands the need of striking a balance between organizational and institutional requirements – or, in other terms, institutional design conditions – attending to the relational setting in order to make the constitution of a 'public space for strategic deliberation' possible, and an awareness of the process dimension of institutional capacity building involved.

The main purpose of the paper is to present an updated reflection on the subject of strategic deliberation in spatial development policy in view of a major scientific conference on the subject. It aims at actualizing reflection on it in light of contributions by recent literature on strategic deliberation and democratization processes and of an assessment of institutional models and settings of governance in city-regions. The underlying assumption is that there is a need for again 'attending to the means' for policy innovation and democratization. This involves overcoming sterile confrontations between contrasting paradigms on influence and power in planning theory, and rather adopting a social-pragmatic attitude focused on the nature of processes of institutional co-evolution that may lead to more effective and democratic strategic outcomes in city-regions.

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GOVERNING CITIES IN A GLOBAL ERA

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This cross-national panel aims to offer new insights on the so-called shift from 'government' to 'governance' in urban planning and management. In academic planning circles it is fashionable – in Europe at least - to suggest that the formal institutions of the state (government) are now of diminishing significance in the planning and shaping of cities and metropolitan areas. In an era of place based economic competition, so the argument runs, government is in retreat - informal processes of partnership and dialogue between local public and private stakeholders (governance) have become the key drivers of urban development. This panel will challenge this view. It will examine whether or not a shift from urban government to urban governance is, in fact, taking place in four different continents and it will consider the implications for planning practice.

Building on the comparative urban scholarship presented at the City Futures International Conference held in Chicago in July 2004 (more information at: www.uic.edu/cuppa/cityfutures) the panel will juxtapose papers from different cultural settings. The scholars in the panel are actively engaged in research on urban governance in the US, the UK, China and Colombia. Some of the papers to be presented will feature in a new cross-national book – 'Governing cities in a global era' – to be published by Palgrave in 2007. The panel, which examines the changing nature of urban planning practice in different urban contexts, aims to provoke new thinking about the role of the state in shaping urban futures.

The sources of evidence for the conversation are provided by case studies of urban planning and management in particular cities and countries, and by comparative analysis of city leadership and management in different arenas. The papers will challenge the conventional wisdom about the shift from 'government' to 'governance' and will argue that, inter alia, the power of the state remains a significant force in urban planning practice – in some countries a decisive force. The role of the state does, however, take on very different forms in different contexts – reflecting history, culture, planning ideology and politics. Understanding the changing roles of the state is important for urban scholarship and the debate about 'globalization' as well as the practice of planning and management in different urban settings.

Paper Presenters: Robin Hambleton, Jill Gross, John Betancur, Tingwei Zhang, Andrew Thornley

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NEW LEADERSHIP FOR DEMOCRATIC URBAN SPACE

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This paper, by drawing on local government experience in Europe, Australia and North America, will examine two important debates that appear to be having a significant impact on the nature and practice of city planning. The first concerns the so-called movement from local government to local governance. This movement is leading, in some countries at least, to a rethinking of the nature of local democracy – from a focus on the formal institutions of the state (government) to a concern for the looser processes of influencing and negotiating among local public and private stakeholders (governance). The second is a debate about the nature of public services involving competing ideas about how they should be organized and run. The traditional emphasis on the 'public service ethos', stressing respect for the democratic process and citizen rights, is now challenged by approaches, sometimes referred to as 'New Public Management', that focus on a more consumerist conception of the relationship between service users and providers. These two shifts – or at least the debate about these two shifts – are discernable in many OECD countries. It will be suggested that they have profound implication for both the nature of city planning and the nature of city leadership.

The paper will suggest that city leaders and city planners have a key role to play in contributing to these debates. It is important for planners to present a stronger case for reforms that take advantage of modern management techniques without losing sight of the core values of public purpose and democratic accountability that should underpin sound approaches to public planning and management. It will be suggested that the effectiveness of city planning in the 21st Century will be strongly linked to new conceptions of city leadership. Ways of linking modern managerial innovation to a revitalization of the politics of place will be outlined. City planning can make an increasingly important contribution to the shaping of urban areas in the coming period but only if the concepts and models used to guide planning practice are brought up to date.

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NEIGHBORHOOD ASSOCIATIONS IN JAPAN: HOW DO THEY FUNCTION AS PLANNING INSTRUMENTS?

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Recent researches on Japanese civil society revealed that Neighborhood Associations (NHAs) are the essential fabric of civil society in Japan. They contribute to the maintenance of social capital. Government agencies can rely on NHAs as a mechanism of consensus building within the neighborhood. Thus, government agencies often regard NHAs as a valuable instrument for participatory planning. The role and structure of NHAs, however, have not been studied in the context of participatory planning efforts in Japan. This paper will explore the function of NHAs as a proxy of local demands in participatory planning and problems associated with the structure. Two case studies were conducted in the Town of Hatoyama and the Town of Iide in 2001 and 2002, respectively, in the urban fringe area. In Hatoyama, the municipal government established the Northern Territory Revitalization Council (NTRC), comprised of representatives of eight neighborhoods and town councilors living in the Northern Hatoyama, in 1996 and asked the council to formulate a revitalization plan for the Northern Territory. In Iide, the municipal government has encouraged each Joint Neighborhood Association, a cluster of NHAs, to formulate a comprehensive plan since 1987. One of the authors conducted interviews with residents who played leading roles in each NHA-based planning and governmental officials who were in charge of those efforts. The authors transcribed the interviews and analyzed qualitatively in order to explore how representatives from each NHA were selected to organize a planning body, what roles were expected to play by representatives, and how likely expected roles were played in reality. The organizational structure and the operation of the planning bodies were similar to those of NHAs in both case studies. Three major pitfalls of the NHA-based participation are identified. First, elderly males dominated the planning body. Because only one person from each household can participate in NHAs' deliberation, elderly males often represented the interest of NHAs. Second, members of the planning body often did not take responsibilities as a representative from each NHA, partly because they didn't recognize themselves as a representative. Third, concerns of the stakeholders outside the planning area were not incorporated by the planning body because representatives were mainly selected from the NHAs within the area. Those cases from Japan illustrate the difficulty of designing a participatory planning effort with the involvement of NHAs. NHAs are a kind of social capital that planners can utilize in understanding the concerns of communities. We contend, however, that careful design of public participation, especially the selection of members for a deliberative planning body, is of crucial importance to the participation of a full range of stakeholders, as we observed in Japan.

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THE DARK AND THE SPINELESS: PLANNING AND SOCIAL CONTROL IN ZIMBABWE

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In May 2005 the government of Zimbabwe launched a 'clean-up' campaign whose main purpose was to rid the cities and towns of 'filth', which filth turned out to be the homeless and jobless sections of society who were illegally occupying urban spaces and putting them to illegal uses. In the early stages of the campaign, government literally commandeered the planning systems of the various urban centres to lead the campaign by among other thing, providing a convincing technical-legal explanation as to why the campaign was necessary and in fact overdue. This paper will try to grapple with this 'operation"' whose explicit purpose was to 'restore order' to urban settlements. The paper will use available evidence to examine the reasons for the operation and the role of the planning system in rendering about 700,000 people homeless and/or jobless. Reference will be made to planning theorists who insist on looking at the 'dark' side of planning. The question will then be posed as to whether the planning systems in the cities of Zimbabwe could be said to have a 'dark side' or are simply spineless in the face of strong political forces.

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A THEORY OF NETWORK GOVERNANCE AS STRUCTURES OF CARE: COMMUNITY-BASED INSTITUTIONS ON THE TURTLE ISLANDS

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A model is developed which describes a potentially wide class of institutions in which governance works through the web of social relationships that exist in a place.

These new modes of public adminstration are an important addition to planning responses to so-called wicked problems. These also have the potential of responding to the multiplicity of interests and values found in a place. In contrast to models that characterize institutions as systems of rules, roles, and exchange, the model depicts institutions as primarily constituted through the active working and reworking of relationships. In order to do this, the authors expand on Gilligan's concept of care (1982) and use it as a primary descriptive for institutions. The fluid, open-ended nature of relationships acts to blur formal characteristics (structure, rules, etc.) of the system. As an example, we illustrate the model of care by using it to analyze the evolution, unraveling, and restoration of resource management systems on the Turtle Islands in Southeast Asia.

This literature echoes insights from the public administration and governance literature to the effect that relationship-based modes of governance need to be studied more deeply. Agranoff and McGuire (2001) argue how the classic, bureaucratic mode of organization needs to give way to emergent forms, where actors link across functions, organizational structures, and even geographic boundaries, if society is to be more responsive to "wicked problems" where there are no clear technical (or other) solutions. In these cases, agreement is forged by jointly steering courses of action that are consistent with the multiplicity of societal interests. The case study described herein, involving negotiations that balance the survival of the ecosystem against the livelihood of the local populace, is one such situation, where agreements need to be consistent with the complex web of societal interests and relationships. What is key is the facilitation of interactions among diverse program participants and the promotion of multiplex lines of information exchange (O'Toole, 1997; Kickert, Klijn, and Koppenjan, 1999). The idea is that decisions made within these complex modes of relationship are simply better than unilateral decisions coursed through the classic bureaucratic model (Agranoff and McGuire, 2001). In this article, we develop the notion of structures of care that, while related to the social network model of governance, is distinct in both its foundational assumption and mode of description of these novel forms of governance. This responds to crucial questions in planning, i.e., what new modes of governance are possible that better respond to complex, intractable issues that have resisted traditional institutional formulas?

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URBAN GROWTH COALITION AND CHINA'S URBAN DEVELOPMENT: CASE STUDY IN SHANGHAI

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China's economic reform since 1978 has trigged the profound institutional changes which have brought about a new mechanism for urban development. The built environment evolves logically through the urban process which is defined by institutional mechanism. Urban growth begins to be led by market forces formulated within

social relations shaped by the gradual institutional change. As the replacement of central state and state owned enterprises, the newly emerged actors with different roles and interests in the urban development process had come into play. Using three projects as the case study, the paper is to explore who are the actors and what role they play in the new property market after institutional transition? What are their interests and how do they interplay with each other? At last, the paper will find out how the urban growth coalitions are formed under the transitional institution.

- **Central theme or hypothesis?**

  Who are the actors and what role they play in the urban development process after institutional transition? What are their interests and how do they interplay with each other? How is the urban growth coalition formed?

- **Approach and methodology: how will you address that question?**

  The research underpinning this paper adopted the structure and agency model developed by Healey and Barrett (1990) involving the analysis of interaction between actors in the urban economic development process and the socioeconomic structure governing their decisions. Three urban development projects in Shanghai, namely Taipingqiao (Xintiandi) Redevelopment Project, Jingan Huating Project and Pingyang Project are chosen as cases for study.

- **Relevance of your work to planning education, practice, or scholarship**

  The study contributes much to the current planning practice in China. In China, the planning regulations and rules are to control the physical urban space, but one fundamental problem, that is who contributes to the urban development is merely touched. Focusing on how the urban growth coalition is form, the research will link the physical and spatial issues with social issues. Through the study, the research will find out what resource each actors have and what role each actors play.

- **Key data sources**

  On the one hand, the data can be got through documented data, including government reports, propaganda pamphlets, and newspaper articles. On the other hand, through talking with the project managers and government officials, the motivation behind will be clear.

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THE CONTRADICTIONS OF LEGITIMACY

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The paper will explore some of the contradictions which arise relating to the legitimisation of urban informal settlements. Urban informal settlements are estimated to be home to at least 32% of the world's urban population (UN-Habitat 2003). They are usually built by their residents on (spatially, economically or socio-politically) marginal urban land, due to lack of other housing alternatives, and a

defining characteristic is their initiation illegally or without planning permission. This condemns settlements and their residents as illegitimate in the context of the wider city and in the eyes of the state. Key consequences of this perceived illegitimacy are lack of stability and certainty for residents which affects their ability to consolidate existing achievements or plan for the future (Everett 2001). Legitimisation is therefore seen as a positive development for urban informal settlements and their residents. However, legitimisation may not be unconditionally positive, and this paper will explore the hypothesis that legitimisation is a more complex and contradictory process than is sometimes portrayed by the literature.

The paper will explore the positive and negative dimensions of legitimisation for urban informal settlements. Increased legitimacy may precipitate changes in the neighbourhood such as renewed house-building and improved basic services. But it may also have counter-productive effects, such as pricing residents off the land, billing for substandard services, the loss of traditional customs, and the potential for community organisation to stagnate due to the settlement's semi-legitimate status. Diverse groups' interest in maintaining this situation may lead to a state of semi-legitimate 'limbo', due to residents' weakened organisational capacity, and the official perception that the settlement's situation is less urgent. The paper will pay particular attention to social and political dimensions of legitimization, which may be more important than spatial and legal elements (Huchzermeyer 2004). Given that legitimacy is a concept which takes on meaning in relation to others, these ideas will be explored using qualitative material collected during a research project in Cali, Colombia which focused on the perspectives of residents and other stakeholders involved an urban informal settlement.

The paper aims to contribute to current academic and policy debates by presenting a resident-orientated viewpoint of the processes of legitimisation. Within current debates, there appears to be a lack of discussion about residents' everyday experiences in urban informal settlements, and policy-makers often fail to understand what life is like for the poor (Devas and Rakodi 1993). Drawing on fieldwork carried out in Aguablanca in Colombia in 2005, the paper will use findings to illustrate some of the points outlined above.

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THE DYNAMICS OF PUBLIC SPACE: THE BEIRUT PERSPECTIVE

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In the context of urban spaces as a resource and commodity and their supply, the central theme concerns good practice in the supply of public space under each of the public and private sectors, in light of the existence of different publics and a range of patterns of utilization.

This paper addresses the evolution of public spaces as infrastructure in cities within the framework of their provision and utilisation. There is the tendency for the 'conventional' public space to degenerate over time for various reasons discussed

in this context; at some point, some public spaces are converted to other functions and hence disappear. Consequently, they re-emerge under the framework of another 'organization', which many times is private or public-private; thus a repackaging process into 'club goods' takes place.

Whether a resource or a commodity, public spaces could be undersupplied or even absent; what happens in the absence of public space? What substitutes it and with what (embedded) goals (power, social)? Under what institution is it then provided (central, local, public-private)? Who are the authors and orchestrators? Furthermore, how does the stability of the urban fabric get affected by the dynamics of public space?

The paper further discusses the attributes of public space, their consumption behaviours, the differences between planned and improvised public spaces and the objectives and criteria of different institutions providing them.

Moreover, the paper examines the role of public space as a cohesive/healing infrastructure or as political paraphernalia inferring exclusion or encouraging colonisation; additionally examining the mechanisms and implications of the public and private sectors' deliveries as well as governance and rights attributed to public space.

The approach to these questions is classical and utilises a set of public space surveys as well as interviews with both 'publics' and 'providers' of those spaces.

This topic is relevant to planning practice and legislation in answering the question: what institution best provides public space that responds to the need of inteqratinq the citizens and is sustainable on different levels? What are the limitations and potentials of public space provided by the private sector?

Empirical data will be collected in Beirut that is undergoing major reconstruction due to its recent history; its public spaces were almost eradicated over the war and are presently being reintroduced or designed rendering the city a very rich case study for this topic.

Drawn from an approved dissertation proposal. Supervisors: Chris Webster, webster@cardiff.ac.uk and Scott Orford, orfords@cardiff.ac.uk

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GOVERNANCE AND INSECURITY IN MEXICO

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To be successful the practice of the urban planning requires the presence of a minimum group of features in the political system and in the institutional apparatus that they allow the design, application and evaluation of strategies in fields so diverse as the housing, the employment, the land tenure and spacial policies, the services, the leisure activities, the national, regional and local planning, and every-

thing that allows to increase the level of the population's life. Their total or partial absence hinders in such a way the management of the governments that should think as a condition.

Under that premise, in this paper is researched the impact that the conflicts derived of the insecurity and crime have in the Mexican´s governance and for it discusses two alternatives: to continue the traditional punitive police politics trying to focus this topic as the most national relevance, in the same way that make whose propose an energy reform, and labor or fiscal to apply it without changes in the inefficient institutional mark, or to integrate it in an integral reformation of the national State where this aspect forms part of a wide group of institutions, policies and laws which need to be redefined.

For it, after revising the economic and social elements that are using, in the analysis of the development of a national or a region, it emphasizes in the paper of the governance. After that, following as Buvinic and Krug that although their dimension is smaller that in other countries like Colombia, El Salvador, Brazil or Russia, the security has a privileged place among the matters that are part of the government schedule. In adiction the security is splited in three components: the national security, legal security and citizen security, examining the relationship of each one of them with the governance and their effects in the public management.

Later on, when including the sociopolitical context of the government alternation that begun in the 2000 year, as a general conclusion would be a complex phenomenon which repercussions as big that not only surpasses to the municipal governments and includes to some others provincial ones, generating ungovernance spaces, in addiction to affects inclusively to the national development, when it lost the control of the agencies created to carry out their management. In consequence, only with a modernization process that redesigns to the national State and that it has as axis the democratization, can avoid that after some years the current institutions that don't respond to the dimension of the problems that Mexico lives recently, drive to the collapse of the public authority and the widespread violence, braking the national development.

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RETHINKING PARTICIPATION: THE FORMS AND CLAIMS OF ACTIVE CITIZENSHIP IN THE GLOBAL SOUTH

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This paper will focus on the experience of South African Anti-Eviction campaign which is part of the larger Anti-privatization Movement. The Campaign is mobilized in Cape Town by disadvantaged township residents to assert their constitutional rights and resist evictions and service disconnections. My paper introduces the mutually constituted concepts of invited and invented spaces of citizenship and

stresses the range of grassroots actions spanning those. Reflecting on the range of collective actions the grassroots engage in, the paper calls for rethinking the notion of community participation beyond invited spaces of participation (those legitimized by the authorities and occurring through formal channels or coping mechanisms) to include invented spaces of citizenship where grassroots resist unfair policies that affect their lives.

The paper engages with the feminist scholarship that has pioneered an inclusive conceptualization of citizenship embracing both formal and informal arenas of politics. Drawing on feminist scholarship it calls for a rethinking the notion of participation to recognize the oppositional practices of the poor in order to construct an inclusive citizenship.

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PONDERING THE PROSPECTS FOR PLANNING IN A MAJOR CITY IN A DEVELOPING COUNTRY - EXPERIENCES FROM THE CITY OF JOHANNESBURG

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Being areas of a *multiplicity* of hopes, ideals and aspirations, mega-cities in developing countries are invariably also areas of deep-seated contestation and conflict. These conflicts range between external and internal actors, such as what national governments expect of such cities and what the inhabitants of these cities need, to internal dynamics, such as between the re-election hopes of politicians and the long-term investment and maintenance needs of the city's infrastructure. Within this context the paper will (1) highlight a range of tensions and contests in the City

of Johannesburg, one of the prime metropolitan areas in Africa, and (2) ponder questions regarding the prospects of planning for Johannesburg and for metropolitan city-regions in other developing countries.

As a prime example of a city in the South and one of the prime metropolitan areas in Africa, the City of Johannesburg not only operates as a centre of economic activity and global connectivity, but also faces the pressures of urbanisation, slum upgrading, poverty and sustainable resource management. As a typical South African city, it also faces the added challenge of having to eradicate spatial and social inequalities inherited from Apartheid.

The paper identifies a range of tensions and contests such as: (1) the tension between short term survival and service delivery versus long term sustainability. A tension especially rive in a context where almost a third of the population are living in poverty and are increasingly becoming frustrated with service backlogs and persisting apartheid inequities and disparities; (2) the tension between the requirements of the new public management approach adopted to manage the almost 30 000 employees and steer the City closer to its vision on the one hand and on the other the collaborative and communicative (and often iterative) planning regime required to enable innovative strategising and integration of the various sector plans and activities and services in the city; (3) the tension between the high profile political focus on local constituencies and their needs and that required to position the city as global role player and ensure the achievement of national priorities; and (4) the tension between mere consultation through the legally prescribed processes and systems of public participation and complex processes of collaboratively making sense together and forging constructive partnerships.

The paper is based on commissioned research conducted by the authors in 2005 to assist the City of Johannesburg in the strategic review of its Integrated Development Planning (IDP) process and plan and a comparative assessment of the city's long term development strategy, "Johannesburg 2030".

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PRIVATE LAND AND A COMMUNITY WATER PROJECT: A DEVELOPMENT DISPUTE IN LAS TRANCAS, EL SALVADOR

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Many large-scale disasters in developing nations bring relief in the form of international aid for redevelopment projects. This paper explores a development dispute and ensuing negotiation over a community water project funded through post-earthquake international aid. The paper looks at the village of Las Trancas, located in eastern El Salvador, where 85 percent of the homes were destroyed in the January and February 2001 earthquakes. Although the earthquakes displaced many and caused irreversible changes to families, it did bring significant invest-

ments from foreign governments and non-governmental organizations. One major project that resulted from the post-earthquake foreign aid was financing for a community drinking water project for Las Trancas. Nevertheless, this project, like many international aid projects, faced obstacles at the local level that threatened the projects completion and sustainability.

This paper discusses a land dispute that took place as soon after construction of the drinking water project began in Las Trancas. The negotiation process took over two months, yet the stakeholders managed to resolve the problem and complete the water project. The data for this project was generated through qualitative research and field study in El Salvador in 2001-2003. The main issue under dispute involved ownership and development rights for the land where the well and tank were to be located. The paper will provide background on the village of Las Trancas to guide the reader in understanding the events that led to the impasse. It will also provide a stakeholder analysis of the major parties involved in the process and suggestions for how the process could have been more successfully navigated using the strategies for reaching a negotiated agreement as outlined by Fisher and Ury (1991). Finally, the paper will present a brief synopsis of the current situation, the legacy of the dispute and resolution on the community, and illustrate how lessons learned from the negotiation process can be applied to other international disaster relief efforts.

This paper provides an interesting case study that will be useful to planners, regional development organizations, and international bodies involved in the fields of international planning, disaster reconstruction, planning in marginalized areas and community planners. The issues addressed in this negotiation are themes that play out in many land use development negotiations, yet are especially important for developing nations where land-use planning may have different nuisances than in the United States.

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CITIZENS' GROUPS AND LARGE INFRASTRUCTURE PROJECTS: CONFLICT AND CONSENSUS

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With increasing frequence, the design and realisation of large infrastructural projects (motorways, airports, fast railways), in Italy and elsewhere, is the triggering factor of extensive local disputes, in which loosely structured citizens' groups play a crucial role. The local opposition to large infrastructure projects is multifaceted: local authorities, environmental NGOs, and citizens' groups tend to build coalitions for a common cause. While the objectives and action strategies of the two former opponents have been studied extensively, a lesser body of literature is available on the latter. Citizens' groups are informal, flexible and loosely organised groups of inhabitants that oppose projects on the basis of quality of life issues, in a reactive manner. The aim of the paper is to understand wether such groups are only conservative, Nimby syndrome stakeholders, worried about the possible decrease in the quality of

life of their neighbourhood, or if they could be seen also as a resource for planning, because they are able to question the overall framework on the basis of public interest issues, and they can contribute to the decision making process using also technical knowledge. Starting from the new social movements literature, the paper will analyse the role, the action strategies, the composition and the knowledge base of a number of local citizens' groups active in the Milan urban area in Italy. The research questions concern the capability of such groups to enlarge the possibilities of local democracy, and their capability to contribute to the richness of the decision making process with counter proposals.

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PATH DEPENDENCE IN LOCAL GOVERNANCE: THE CASE OF THE BROTHERS-IN-ARMS AXIS IN TAMPERE, FINLAND

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Virtually ever since the Second World War, local politics in Tampere, Finland, has been dominated by an unofficial institutional arrangement commonly referred to as the "Brothers-in-Arms Axis". Adopted in the mid-1950s, the name refers to the co-operation between the conservative National Coalition party and the Social Democrats in local politics and municipal government. This co-operation evolved from an alliance to overpower the communists in local politics into a long-lasting local regime, which actively sought to promote local economic growth and local development gave a heroic aura to the local governing coalition.

The paper examines the historical dynamics that enabled the stabilization of this co-operation into a local regime. It is based on earlier research focusing on the conflict between rising environmentalism and established forms of governance in Tampere (Laine & Peltonen, 2003; 2005). Local environmental conflicts, which took place in Tampere since the 1970s, are discussed as challenges to the inertia of the regime, signaling the advent of a increasingly post-industrial and fragmented social environment.

The main question asked is the following: What made the quasi-institutional arrangement so long-lasting? The analysis concentrates on the possibility of path-dependence as an explanatory factor and seeks to identify mechanisms of path-dependence in local governance. The analysis of local governance in Tampere draws on Paul Pierson's (2000; 2004) work on the significance of time in politics and on Pierre Bourdieu's (1977; 1994) notion of habitus, in an effort to display relational and temporal mechanisms that account for the stability of the Brothers-in-Arms coalition. The analysis calls for an evolutionary mode of explanation, somewhere between – or beyond – the structure vs. agency

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INSTITUTIONALIZATION OF NIMBY DISCOURSE? DEBATING EFFICIENCY AND ENVIRONMENTAL RIGHTS IN FINNISH LAND USE PLANNING

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NIMBY (Not In My Back Yard) is a seemingly well-known "genre" of land use conflicts, characterized by residents' opposition towards unwanted development projects at the local level. NIMBYism constitutes a powerful discourse which often claims the status of a quasi-explanation of local conflicts. Far from an innocent or factual explanation, however, it has real consequences for planning and decision-making: the narrow resident-centered view on NIMBY disputes tends to stigmatize the residents and to undermine their agency. It also draws attention away from contextual explanations for local land use conflicts. Furthermore, the persistence of the resident-centered NIMBY frame has negative implications for conflict resolution.

First, the paper presents a critique of the resident-centered NIMBY-explanation, outlining an argument in favour of a contextual view of NIMBY disputes. Such a view is based on a process view of land use conflicts with temporal dimensions (conflict history), multiple actors (who may all contribute to the conflict), and structural conditions, such as local trends in urban development or broader societal changes towards "risk society".

Second, the paper uses the current Finnish public debate on the need to reduce legal complaints in urban planning as an example of the different ways of framing land use conflicts. The debate posits efficiency concerns of development against those of (procedural) environmental rights. Constructing companies have called for restrictions on rights to appeal planning decisions while environmental organizations have stressed the access to legal means as a meaningful guarantee for any public participation. It seems that the narrow view on resident-centered NIMBYism constitutes a strong "attractor" in this debate. The individualizing logic of NIMBYism places the blame on protesting citizens instead of, for example, planning bodies, patterns of land ownership and regional development disparities. The debate, drawing on the NIMBY discourse, provides an interesting case-in-progress of what Maarten Hajer (1995) has called "discourse institutionalization".

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CULTIVATING DEMOCRACY INSTEAD OF BUILDING COMMUNITY

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What are the implications of reframing the social planning project of building community to building living democracy and local public life?

While it´s hard to 'against' something as warm and fuzzy as community, there are good reasons for planners to think more in terms of expanding democracy and cultivating local publics rather than seeing their work as building community. With illustrations from a five-year action research inquiry, this paper will explore important conceptual and practical distinctions between the project of building community and the project of cultivating democracy. This work contributes to the ongoing dialog within and outside of the field about planning´s roles and aims in post-modern, pluralistic and diverse cities and settlements, or 'mongrel cities' (Sandercock, 2003), as well as providing an approach for overcoming anti-public, anti-democratic pressures presently acting to restrict the public sphere. The paper, based on nearly completed dissertation research, begins by noting shortcomings of the word community.

The problem is that none of word's usages specifically denote a wider, inclusive and diverse constituency of people with stakes and interests in the creation, maintenance or welfare of shared local public goods and wider life sustaining systems.

For example, a congregation may decide it needs a bigger facility to house a growing membership. Acting as a voluntary and freely-associating community, it might raise money and purchase land for a large new facility. But these community members are not the only people who have a stake in a proposed big new building. Among those potentially impacted might be any of these: people seeking to preserve farmland, residents who´ll be affected by traffic, watershed monitors concerned with extensive parking lots, the municipality owning the sewage system, and a community of newly settled immigrants who just open a community center on adjacent property. There are many publics who may have an interest the plans of a private community.

Planners can play a vital role by engaging these constituencies in the tough, but productive endeavor of place-based democracy. Doing this work requires numerous skills for both one-on-one and group interactions, abilities Lappe terms the arts of living democracy. Lappe insists none of us are born with expertise in the democratic arts, but that these skills can and must be acquired.

Many have recounted a narrative of loss and contraction of the public sphere in these days of surveillance and impinged civil liberties. Planners can join those striving to maintain the public square, literally and figuratively, by reframing their work as strengthening democracy. This paper draws upon a multi-year initiative in public placemaking, one purposefully enacted as an exercise of local public life using participatory evaluation as a strategy for both eliciting context-specific data to inform design and to support public deliberations.

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RECASTING THE NEW STATE SPACES THESIS: STATE CENTRALISATION, CHANGING ACCUMULATION POTENTIALS, AND SYDNEY'S DEVELOPMENT CORPORATIONS

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This paper examines the applicability of Brenner's (2004) 'new state spaces' thesis to the various urban development corporations that have been set up in Sydney. In particular, the paper argues that the changing rationales for, and nature of, the nine Sydney development corporations established since the late 1960s mean that the new state spaces thesis can be re-conceptualised. The more recent development corporations in Sydney reflect the two primary forces driving the new state spaces thesis. First, they have been constructed to allow neo-liberal policies to guide urban development (Moulaert, Rodriguez and Swyngedouw 2003, p. 34). Secondly, they have allowed the local capturing of surplus value in the new era of increasing globalization of the primary circuit of capital (Brenner 1997). In addition, the variety of Sydney's development corporation forms and investment targets illustrates the contingent and contested nature of rescaled state spaces. In turn, this reflects the indeterminate character of neo-liberalism, and the hybrid, multiple and contradictory nature of its political projects (Larner 2003; McGuirk 2005). To demonstrate these characteristics and more generally test the new state spaces thesis, the paper summarizes the key objectives, structure and contextual features of each development corporation, with an emphasis on the key aspects of new state spaces. Data is drawn from public documents of the corporations, newspaper articles, and the limited available literature. The most recent development corporation, the Redfern-Waterloo Authority, is analysed in more detail as a case study to explore the impact of local contextual factors on the formation of a new state space, and in particular to demonstrate how Sydney's new state spaces atypically represent a centralised response to contemporary globalization forces. The paper uses its analysis of Sydney development corporations to argue that the new state spaces thesis should be extended in two ways. First, its emphasis on the more localised level of new state forms should be seen as itself being contingent. In Sydney, development corporations have been set up to by-pass local control in order to attract investment, within the context of specific factors facilitating such state action. Second, the thesis needs to be further seen as contingent in terms of particular urban accumulation and investment potentials over time. This is illustrated by mapping the changing accumulation imperatives for the state over time in Sydney, and relating these to the sequential establishment of development corporations. The paper is thus centrally relevant to the emerging academic discourse on the new state spaces that frame much of the local urban response to globalization.

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URBAN KNOWLEDGE MANAGEMENT: DIALOGUES FOR URBAN DEVELOPMENT

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Uncertainties surrounding decisions for urban development are paramount. There are basic uncertainties concerning natural sciences aspects. There are political choices that have to balance short term sacrifices against long-term gains. A third class concern possibilities to carry through strategic chains of decision to reach coordinated acting. A fourth class concerns where private interests disturb seemingly rational processed. All these uncertainties continuously has to be taken into consideration. Just a few of them can be managed by rational scientific knowledge – we also need other instruments.

A fruitful way to handle uncertainties has proven to be a platform for dialogues between academia, political/administrative and business sectors and civil society: the Urban Laboratory Gothenburg. The platform, based in a network co-operation, provides canalization of a selection of scientifically based knowledge into urban development processes when and where needed. From the academic point of view, the platform provides the possibility to run a full scale laboratory where to analyse ongoing processes and test new approaches in real world applications.

I will give three examples from the development of Urban Laboratory Gothenburg. The first is the troubleshooting of co-operative process for the establishment of a regional Agenda 21. Another is the establishment of a large high-tech IT-and design cluster in an old industrial area. A final example is an ongoing large scale democratic experiment open to all citizens to take part together with different kinds of experts in the regeneration of the former harbor areas in a city centre. The dialogues has proven successful. Now is the question: how to proceed from visions to decisions?

The Urban Laboratory Gothenburg has the ambition to contribute to the evolution of cross-disciplinary approaches to urban development and to the fostering of new professional roles by integrating urban policy development, research, education and leadership development in close co-operation between academia, business society, the political/administrative sector and ordinary citizens.

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STREETWISE FOR BOOK SMARTS: PARTICIPATORY GOVERNANCE, COMMUNITY ORGANIZING, AND SCHOOL REFORM

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Given a set a structural political constraints, how can social movement organizations work towards democratization of planning and public policy-making power? This paper attempts to articulate and examine some of the means of agency in social movements serving and led by low-income, primarily African American and Latino constituencies in New York City.

The paper responds to calls from both academics and practitioners for an in-depth look at non-electoral, 'bottom-up' forms of engaging in politics, from the perspective of ordinary citizens. It examines tensions fraught in the two broad categories of bottom-up participation: 1. participatory governance, where ordinary citizens engage in policy-making, instead of leaving it up to politicians, and 2. resistance, where citizens engage in social movements or civil society organizations outside of official government (Jasper, 1997; Fung & Wright, 2003). Differences in political strategies are often attributed to variations in political context or resources, and the line between reform legitimacy and co-optation is particularly contentious.

This work builds on and draws from the disciplines of planning, urban sociology, and civic engagement in political science to investigate the interaction between cultural norms of social movement organizations, governance structures, and conflict in policy-making. It utilizes archival, direct observation, and interview data on five education organizing groups in the South Bronx to explore the role of cultural norms. All of the case study organizations have been engaging in grassroots political campaigns for similar goals in local school reform.

The analysis contrasts the categories of Alinsky- and of Freire-derived norms inside these organizations, which, when applied, are akin to cumulatively developed cultural toolkits (Swidler, 1986; Alinsky, 1971; Freire, 1977). The organizations' respective cultural toolkits, in turn, are associated with differing capacities and preferences, and they are used to mitigate two crucial tensions in their political strategies: 1. the balance between focusing on primarily confrontational strategies, aiming for electoral policy adoption, versus primarily collaborative ones, aiming for deliberative policy formulation; and 2. the balance between explicitly addressing issues of race in political campaigns versus building broad-based constituencies, sometimes at the expense of ignoring race-delineated issues.

Submission note: While I submit this abstract as an Individual Formal Paper, please also consider it for an Informal Roundtable, Informal Session, or Panel, or Poster.

[1] My proposal is drawn from a Ph.D. dissertation completed in 2005, from the Department of Urban Studies and Planning at the Massachusetts Institute of Technology (ACSP).

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THE INVISIBLE DIMENSION OF MANAGING REGIONAL DEVELOPMENT POLICY: COORDINATION OF DEVELOPMENT ACTIVITIES

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The problem of coordination is often mentioned as the main problem of local and regional development. However, it is not entirely clear, what coordination means?

The main goal of this paper is to explain coordination in the context of regional development policy and present a model for evaluation and determination of the importance and impacts that a coordinated and integrative regional development policy can have on initiating endogenous development. The model is tested in four cases in Croatia in the context of the future integration into the European Union. The results indicate that the model is applicable also in other countries and contributes to a better understanding of inter-institutional and intra-institutional relationships in managing regional development.

Coordination is an invisible systemic management function, therefore, one of the most complex issues of development management. With regard to regional development, policy coordination occurs horizontally on national, regional and local level. Horizontal policy coordination becomes more important with the rising understanding of the concept of sustainable development, which represents the fundament of integrative regional development policy. Accordingly, the concept of sustainable development treats the three dimensions - economic, social and environmental - as equal elements of one development, which occurs in particular space and is characterized by differences in time horizons. Another integrated dimension is institutional development. In line with this, vertical policy coordination links different levels of government and is linked to multilevel governance, decentralization, bottom-up and top-down interlinkages. The main actors of the complex triangular relationship in the internal development system are politicians, public administration and the private sector including citizens, with its formal and informal institutional elements. There are also external factors and policies that influence such a system, e.g. national or international policies, laws and regulations. The coordination model integrates the horizontal and vertical relationships into an integrated systemic picture with its internal and external institutional dimensions.

In order to build and test the "regional development policy coordination model", it was necessary to review, besides contemporary approaches to regional development theory and practice, also institutional and organizational, as well as planning theory and practice. Since coordination is a management function and participatory strategic planning is today frequently used in elaborating public policies, programs and projects, especially in the context of the European Union, this approach is used as a practical basis for the development of the model.

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INFLUENCING THE STRATEGIC PLANNING AGENDA: LONDON - NEW GOVERNMENT, NEW MAYOR, NEW PLAN

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London provides an interesting case study for an understanding of the impact of changes in governmental structures. From the 1960s to the early 1980s the city was governed by a metropolitan-wide authority in the form of the Great London Council (GLC) but this was abolished in 1986 by the then Prime Minister Mrs Thatcher. There then followed twenty years in which there was no government for London as a whole. During this period many different organisations arose to fill the vacuum and it could be said that this epitomised the shift from government to governance. However over time this approach faced a number of problems, in particular a lack of leadership and a lack of transparency in decision-making. When the New Labour national government under Blair took over in 1997 it set about addressing these problems and legislated for a new form of government for the city called the Great London Authority (GLA). Although this covered the same area as the old GLC it was structured in a different way. In particular the city government was to be led by a directly elected Mayor for the first time in British history.

This paper will focus on this new government and address a number of key questions. To what extent has there been a shift in power from central to city government? The new structure has been described as a 'strong mayor' model – to what extent has this meant that the Mayor, Ken Livingstone, has been able to impose his personal agenda? To what extent has the perception of globalisation and the need for intercity competition dominated policy priorities? These questions will be explored through an examination of the strategic planning approach of the new government. The interplay between the Mayor and central government will be explored. Central government heralded the new authority as one that would be more open and accessible to the citizens of London and reflect the diversity of the Capital. This claim will be tested by exploring the relative influence on the strategic agenda of different interests. It will be shown that the business sector has had a privileged access. In this respect it will be shown that although there have been radical changes in government structures there has been a continuity of strong business influence from the 1990s onwards.

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None

THE CONFLICT BETWEEN THE TWO MAIN BELGIAN NATIONALITIES AND ITS CORRELATION WITH A CONTEMPORARY PLANNING PROJECT: THE CASE OF A PARTNERSHIP BETWEEN THE PUBLIC, PRIVATE AND SEMI-PRIVATE SECTOR AND THE NEW CITY OF LOUVAIN-LA-NEUVE IN BELGIUM

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The case of a partnership between the university(semi-private initiative)the government(public initiative) and private initiatives and its result,the new city of Louvain-la-Neuve in the French-speaking area of Belgium.

This paper deals with contemporary planning projects that are correlated with community-university partnerships. It studies the ways in which the socio-spatial and national conflict in Belgium in the ´60 led to an innovative resolution which is correlated with planning projects (the transformation of rural space) and a new form of contemporary 'new cities'. The main subject of work is the new city named Louvain-la-neuve that was created in order to accomodate the French-speaking university of Leuven after the linguistic conflict of 1968 and the social problem of the difficulties of the coexistence of two different nationalities. Through this project of the city in question, which was mobilized by the administration of the university (UniversitéCatholique de Louvain), the French-speaking Belgian government also aimed in the creation of a new pole of development in the French-speaking region (Wallonie) which would force the development of the whole region and would restore the French-speaking community in the limelight (as it was in an earlier time).

More specifically, the research surveys the characteristics of the project according to some parameters: b) the role of the university in the planning processes c) the way that education consists the motivating force of a city and creates agglomeration economies d) and the planning theory in practice and the knowledge of university in planning matters, e)the results of the project in the national and regional economy in the local society and in the sustainability of the city.

The local research including living in the area for several months took place in the year 2001 and the main research was made between September 2003 and August 2004 and the analysis of the data followed. The research was based on the local research as well as in two structured interviews with two off the main staff of both the French and Dutch-speaking administration committee of the university of Leuven, visual and photographical survey and group discussions with the local population permanent and temporary, and collection of all possible planning and policy documents as well as surveys concerning the project and the city.

The outcome of the research shows the way in which the well-known Belgian national problem resulted in a partnership between the community and the university and in the creation of a new contemporary city that in our days tries to survive and ameliorate its environment through the knowledge-theory and the resources that the university can continuously ensure for the city´s development.

The research has shown a new innovative approach of the Belgian planning processes that is deeply correlated to a socio-political problem.

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NEW GOVERNANCE EFFECTS OF AN EU ENVIRONMENTAL POLICY

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The European Directive on environmental assessment of certain plans and programmes (the SEA Directive - 2001/42/EC) has a number of challenging implications for governance structures. As part and parcel of its rhetorical concern

for promoting sustainable development, the Directive places great emphasis on transparent and participatory decision-making, as set out in the Directive´s article on consultation. For most of the new EU member and candidate states, involving the public in decision-making processes means new governance system and adoption of the Directive challenges their existing governance systems.

Previous studies have shown that harmonising with the EU policies requires fundamental changes to the pre-existing decision-making systems and transferred policies frequently fail to produce their desired effects at the implementation stage in these countries. As domestic adaptation to European decision-making or governance style in the environmental area is also subject to considerable difficulties and resistance, it is essential to understand those factors which may be blocking or facilitating the introduction of new governance arrangements implied by EU legislation.

In this study, the EU SEA Directive´s transfer to Turkey is chosen as an empirical case to investigate the extent to which EU policy has encouraged the adoption of a new stance towards public participation and new governance arrangements. Turkey is an applicant country with a very different political and institutional culture from the older EU member states - and notably different from those regarded as 'leaders' in the environmental sphere - making SEA a challenging environmental policy for national institutional context. Within the traditional policy-making styles and administrative structures in Turkey, the public is not routinely consulted during preparation and adoption of the strategic proposals. The analysis of the responces to new governance system in Turkey is needed for better understanding the factors behind the adoption of new governance arrangements.

At the core of this analysis there are two pilot projects which have been conducted in Turkey to assist in the implementation of the EU´s SEA procedure. One project has been applied on a landuse revision plan in Canakkale, the other has been applied on a tourism development plan in Antalya. These pilots were intended to generate useful policy learning to assist in developing the institutional and legal infrastructure for the implementation of the EU SEA Directive. These projects are examined here to provide empirical insights into the extent to which public participation and new governance can be effective, and thereby, to help understand the mediating institutions and actors affecting the degree of compliance with what the EU SEA Directive implies.

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This study is drawn from an almost completed dissertation.

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MAPING URBAN CONFLICTS IN RIO DE JANEIRO – 1993-2003

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The paper presents the result of a 18 months cooperative project of the Laboratory State, Labor, Territory and State of the Institut of Urban an Regional Planning and Research at the Federal University of Rio de Janeiro,and the Municipal Council´s Committee on Urban Affairs. Gathering information from the main daily newspapers of the city, the project registered and mapped the urban conflicts in the city of Rio

de Janeiro from 1993 to 2003. A friendly consultation site can be accessed at http://mapaconflitos.ippur.ufrj.br.

After a methodological discussion on the conceptualization of urban conflicts, agents, conflict´s object, place and time, the paper explores some mains issues:

- Urban conflicts maps can give an accurate and rich image of the cities, its structures and dynamics, since spacial heterogeneity and social conflicts are essential for the understanding of contemporary urban spaces;
- Therefore, maps of urban conflicts build on shared methodologies and concepts can offer an extraordinary tool to develop comparative studies on cities;
- Urban conflicts maps are essential to diffuse informations on the urban realities, and can help civil society, as well as planners and decision makers, to better understand urban dynamics and conflictive interests;
- Mapping urban conflicts offers a possibility to both make planning more democratic and effective.

At the end, the papers presents the Permanent Observatory of Urban Conflicts, which will assure the follow up of the project.

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A LOCALISING AGENDA 21 PROGRAM: A TRIALOGUE BETWEEN VISIONING, ACTION AND CO-PRODUCTION

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The program was a joint initiative of the UNCHS(UN-Habitat) and the Post Graduate centre for Human Settlements (PGC) of the University of Leuven/Belgium. The initial general objective of the program was 'to contribute to sustainable urban development by improving the efficiency and effectiveness of providing basic urban housing and services through local government and community partnership in three cities in developing countries: Nakuru/Kenya, Essaouira/Morocco and Vinh/Vietnam. The objective will be attained through a combined action planning and capacity-building approach based upon the cooperation between PGC and local actors in a learning by doing setting.

The notion 'localising' has to be interpreted in two ways:

- on the one hand it was stressing the need for further devolving powers and responsibilities to very local scale of communities,
- on the other hand the program wanted to contribute to a more grounded capitalisation on the 'locus', the characteristics and potentials of local space and place, the setting of people, its natural and built environment, its spatial qualities, structure and fabric.

The program started in 1994 and came to an end in 2004. It was financed by the Belgian Technical Cooperation.

(1) Basic assumptions

In the presentaion I want to explain and comment on two basic assumptions/ hypothesis of the approach.

- Urban space is an essential dimension of sustainable development and strategic planning and urban projects are a medium to reach urban quality;
- The first and most important pools of resources for sustainable urban development lie with people and their locales in their capácity to optimise local assets and to localise global currents.

(2) Approach of the presentation

Using Nakuru/Kenya as a case I will explain in which way 'space' can be seen as a resource and design as an integrating tool for visioning and negotiation. Secondly I will discuss three types of 'trialogues appearing in the process:

- the need for a balance between visions, action by projects and co-production;
- the relation between local authorities, civil society and private sector,
- the role and relation between local actors, international organisations and researchers/professionals.

(3) Lessons learned

Lessons concerning the strategic approach as defined and developed by PGC, emphasising on the balance between visioning, projects and co-production, the limits to external inputs and local resources, the need for and the limits of capacity-building in a learning by doing setting in developing countries, the importance of continuity, evaluation and monitoring.

The kind of action research was extremely interesting for the students in the department. many of them could, in the scope of theri master thesis or PhD, do fieldwork in the different cities and develop urban desing proposals which were used in the process.

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PUBLIC PARTICIPATION IN MSW LANDFILL SITING PROCESS – ADDRESSING THE NIMBY PHENOMENA

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Undesirable infrastructure siting process has become a generator of societal conflicts. This results often in an indefinitely postponement of serious urgent situations in need for a fast solution, such as waste disposal solutions. This happened in Portugal in 1996, when the government approved the Municipal Solid Waste Strategic Plan. At that time Portugal had 320 solid waste dumpsites to be eradicated until 2000 for strategic purposes. Favourable political and financial conditions made this possible and a new plan for management of the MSW systems was developed. However, by the end of 1999, only 112 dumping sites were sealed, due

mostly to the NIMBY syndrome "Not in My Backyard", the main obstacle for the definition of landfill site location (Vasconcelos & Martinho, 1998).

This controversy resulted from the difficulty in timely integrating in the decision process the concerns and interests of those who would be directly affected by the location of the undesirable use, in a transparent, phased and structured way. These failures contribute frequently to feed the conflict and radicalize positions, making the implementation sometimes almost impossible.

Siting decision processes are not exclusively technical issues, but incorporate interest and values that, when not addressed often generate controversy (Lake, 1987). The integration of the social component at an earlier stage of the process creates a greater potential for a join collaborative solution, shifting the process from the Win-Lose methodology to Win-Win ones. The social and environmental components have been extensively studied, but their integration was not sufficiently developed. The difficulties arise from issues such as, how to represent cartographically the social factors, or how to model the siting problem combined with these two components (Lober&Green, 1994).

The traditional forms of public participation (public hearings, follow up commissions), have not been able to solve the stalemate. The alternative techniques of consensus building, defined and tested in the decision making of siting at the local level, have been very satisfactorily revealed in comparison with the traditional techniques of conflict resolution. However, its application to the specific case of siting of landfills is not completely tested, and evaluation measures of these techniques for the effect on changing attitudes of opposition have not been developed.

In this paper the authors explores the reasons why the controversy is generated in these cases. This is done, through the assessment of the definition and meaning of participation drawn, simultaneously, from the literature and the views of the technicians. The characteristic of this type of problems resulting from the location decision are explored to shed some light on the factors contributing to the controversy. Integration of the participatory component in models for landfill siting are discussed.

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CHALLENGING LAND EXPROPRIATION IN MEXICO IN THE 21ST CENTURY: THE CASES OF ATENCO AND OF EL ENCINO

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This paper compares and analyzes the controversial cases of expropriation of lands of El Encino and of Atenco in Mexico City in order to present the meaning of land expropriation in Mexico in the 21st century and its effects on urban development and urban politics in Mexico. Expropriation and privatization of ejido lands have been common occurrences in the history of land, of urbanization, and of urban planning in Mexico. Thus, when the Mexican government announced in 2001 the expropriation of ejido (communal) lands to build a new airport for Mexico City many considered it a fait accomplished. However, residents affected by expropriation opposed the megaproject claiming environmental, cultural, and socioeconomic considerations. Opposition also emerged from private owners of El Encino when the

city government announced expropriation of their lands to build an access road to a hospital. The opposition to the expropriation of Atenco lands to build the new Mexico City airport generated a grassroots social movement that halted and cancelled this megaproject. The opposition to the expropriation of El Encino lands to build the access road was used by political parties to hinder the presidential aspirations of the then Mexico City Mayor Lopez Obrador by trying to impeach him for carrying out that expropriation.

In order to understand the forces in play in these conflicting land expropriations, this paper provides a review of the regulations of land expropriation and its application. Then it analyzes and compares the actors intervening in each expropriation, as well as the potential beneficiaries or affected parties. The identification of actors and processes, allows to understand the conflict and politics that both expropriation cases pose for planning, politics and governance. But, most importantly, the comparison of these important cases allows to elucidate the contradictory meanings and practices of land expropriation in the 21st century. Being these progressive or regressive, devolutionary or redistributive, privatizing or socializing. These case studies and the trend they represent are taking place not only in Mexico, but also around the globe.

As planners revisit the role of urban land both in Mexico and around the globe, we will be able to uncover and identify the actors appropriating land and space and those left without land and space. Cities are sites where such contentions are currently taking place and planners need to weigh expropriation processes as redistributive tools of richness and well being in cities and around the world.

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GOVERNING POST-SUBURBAN GROWTH

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The dramatic expansion over the last 15 years of what is variously termed edge-city, edgeless, and post-suburban development in North America and elsewhere raises an interesting set of challenges for existing ways of understanding the politics of urban growth and management (Teaford 1997). A common assumption

in the urban literature is that relatively stable patterns of governance emerge as a result of accommodation between local government and interests within civil society, most especially business interests. These institutional arrangements serve to mediate conflict between interests. This is axiomatic to the growth coalition and urban regime frameworks as well as to a variety of alternative formulations (Logan and Molotch 1987; Stone 1989). However, such frameworks developed in the context of traditional patterns of US urban development and long-established political economic relations. Whether traditional coalitions of interest underpin growth in areas of rapid urban expansion has yet to be investigated in a systematic fashion.

There are a number of reasons why we might anticipate that rapidly growing metropolitan areas would exhibit a rather different set of political arrangements for mediating conflict. First, post-suburbia is defined by the expansion of residential and commercial development into previously non-urban spaces. Accordingly, institutional arrangements for regulating growth are often poorly defined – through the absence of zoning, for example – or organized by small-scale and limited governmental entities rather than metropolitan structures. Second, the dynamic nature of growth generates a rapidly changing set of economic and political conditions and conflicts that hamper the emergence and reproduction of stable governance coalitions or regimes. Third, rather than serving as the extension of existing metropolitan governance structures rapidly growing post-suburban areas are commonly positioned in opposition to and in conflict with existing urban and suburban locations.

In this paper we examine the extent to which traditional models for examining the politics of urban growth can help to explain the politics of post-suburban development. The paper draws on a range of original case study research in Western Europe, North America and South East Asia to investigate this question. The data is drawn primarily from analysis of interview transcripts with public and private sector agents involved in developing and regulating post-suburban spaces. The findings have important implications for how best to conceptualize the politics of post-suburban development and how best to regulate and plan for future post-suburban growth.

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DECISION MODELS IN PLANNING

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This roundtable will discuss the current state of planning practice with respect to decision methods in the planning process, with particular emphasis on quantitative planning methods applied to evaluation, performance monitoring and decision making. Evaluation methods may include cost-benefit analysis, cost-effectiveness analysis, multicriteria analysis, impact analysis, and a variety of other more formal or informal methods to rank, rate and prioritize projects, programs, plans and policy frameworks. The planning process is a specialized form of consensual decision making that falls within a broader range of decision methods that may be viewed from ecological, sociological, economic or political perspectives. Each "presenting author" will have 5-10 minutes to discuss their views on this topic, followed by a general discussion with the audience.

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CONURBATION PROCESS, INTER-MUNICIPAL CONFLICTS AND URBAN REGIMES IN TAMPICO METROPOLITAN AREA (MEXICO)

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The intention of this paper is to show the complexity of territorial conflicts between municipalities involved with conurbation process. Which are the ways municipalities are taking when they are confronted to this process? Does institutional and legal framework in Mexico matters or are they subordinated to informal agreements between local actors? Which are the contributions of urban governance and urban regime theory to understand conurbation process in Mexico?

To answer these questions, we are using a sociological and political approach through interviews to key actors, which allows us to understand the perceptions of different municipalities when they must share the same urban area, as well as metropolitan infrastructure, in particular, a waste disposal.

The first hypothesis is that two or more municipalities co-existing within the same urban area, implies conflictive relationships, occasionally indifference or even agreements, depending on political context or the purpose of each local actor.

In Tampico Metropolitan Area, on the northwest Mexico composed by six municipalities, there is a strong territorial conflict to localize an urban waste filler intended to receive several municipalities' wastes. During this conflict we identify the structuring of a powerful system of stakeholders who put enormous pressure on decision making in order to localize the urban waste filler in one place or another, regardless environmental restrictions of mexican legislation as well as inter-municipal coordination legal framework. The structuring of this power coalition seems to be close to the instrumental urban regime principles according with the urban regime theorists.

Here is when our second hypothesis come up: This kind of regimes explain most of decisions about public investment on metropolitan areas in Mexico and the failure of institutional framework as well as legal instruments (inter-municipal agreements, creation of metropolitan entity, conurbation decree) because they do not permit to take decisions nor to build a social base on the metropolitan

planning process. Thus, decisions are made in an informal, authoritarian or even illegal way, induced by groups of local actors looking for a short time benefit (instrumental regimes).

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URBAN POLICY ON THE OCCASION OF GREAT EVENTS—FROM EUROPEAN CASE STUDY TO BEIJING 2008 OLYMPICS

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City is developing. We all have the awareness that the city is a mutative phenomenon; it is an organism that "lives", "dies" and "decays", it is a subject of cycles and with the impulses of transformation, it continually reacts and adapts itself in various measures.

For a while it seems that only great events that are based on a massive public competition in a period of time more or less limited, succeed in mobilizing the necessary resources and energies to undertake great urban projects. It deals with attempts to resolve a part of myriad of urban problems to which people can't succeed in finding single solution. Great events, in substance, accelerate and widen the processes already in action without inventing the new one.

Then on the occasion of great events, which role urban policy plays? Does it adjust itself to adapt for great events passively or does it guide great events to impulse the urban transformation actively? And does there exist one effective way of using urban policy to manage the whole process of great events and furthest reduce conflicts?

It is difficult to imagine other occasions that are more important and have larger involvement than the Olympics in terms of investments, communication, public works and private initiatives. Many studies underline that Olympics can be considered as a "catalyst" of urban change, but this is not automatic. From European case study: the almost recognized successful example of Barcelona 1992; the recent case of Athens 2004 and the ongoing case of Turin 2006; we can see that urban policy has been utilized in very different ways on the occasion of Olympics.

With the globalization, the worldwide social, cultural and economic activity is becoming much more frequent, and more and more great events will be held in China. As an oriental long-history country which is under a totally different background of culture, society, tradition, economy and undoubtedly also including planning from the occidental world, what is the situation on the occasion of great events? Beijing, as the most glorious masterpiece in the city planning history of China, in more than half a century, its contemporary city planning has walked through a rough road that deeply affected the Chinese cities, in the 21st century, on the occasion of Olympics 2008, the theme on how to use urban policy efficiently to guide and manage the Olympics to impulse the urban transformation and to

decrease the conflict is very significant. And from European case study and case study of Beijing, some comparable, common and useful points and experiences would be summarized according to the actual context.

I am a doctoral student of Milan Polytechnic. The abstract is drawn from my approved dissertation proposal. My dissertation supervisor is Professor Alessandro Balducci of Milan Polytechnic, his email address is sandro.balducci@polimi.it

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INNOVATION IN CHINESE URBAN GOVERNANCE - THE SHANGHAI EXPERIENCE

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With an average annual growth rate of over 9 %, China has experienced rapid economic growth in the last two decades. The economic growth is mainly driven by its urban areas, especially cities in China´s east coast region. Shanghai, Beijing/ Tianjin, and Guangzhou/ Shenzhen have played key roles in China´s economic rise. The paper focuses on Shanghai, China´s leading city in the economic life, and explores Shanghai´s economic transition from a manufacturing base to a diversified service center, and its spatial restructuring from a single-core to a multi-center structure since the early 1990s. The transition is institutionally supported by decentralization in decision making and creation of non- traditional organizations in economic arena to integrate economic and political resources while maintaining a strong government leadership in order for the city to be able to compete in the globalized world.

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IN SEARCH FOR NEW CONCEPTS OF SPACE: CURRENT DEVELOPMENTS IN DUTCH SPATIAL PLANNING

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The Dutch spatial planning system is well known for its comprehensiveness, its elaborate institutional fabric and its highly intricate system of plans on all three layers of government. It is one of the few countries where the national level is playing a key role. The Dutch system is seen by many outsiders as a stable system based on a thorough consensus on it goals, it key spatial concepts and its main instruments. Until not so long ago it looked like the national spatial planning policies were hardly influenced by party-political changes. This stability is gone. The last 10 years are characterized by a constant even endless debate on the content and working of spatial planning. This papers focuses on spatial planning concepts or, shortly, principles on the organization of space. The emphasis is put on two related sorts of spatial concepts: 1) concepts of the spatial organization of the western

half of the country where the economic and urban core is located, internationally known as the Randstad; 2) concepts of the structure of urban regions in general and the urban-rural interplay. Both conceptual domains are riddled with conflict and a constant succession of new concepts which disappear before even a consensus can be reached.

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TRACK 2: Informal Housing and Land Tenure

INFORMAL LAND MARKETS IN LATIN AMERICAN CITIES: LAND ACCESS AND RESIDENTIAL MOBILITY OF THE POOR

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In the last decades, informal land markets have played an increasingly important role in large Latin American cities. They are not only the primary means of access of the poor to urban land but they are also the principal vector of growth in many cities. The objective of this paper is to discuss the critical role of the informal real estate market in the production of Latin American cities based on results from an in depth research project funded by the Brazilian FINEP and the Lincoln Institute of Land Policy. The paper addresses questions related to the market structure of informal land markets, the characteristics and typologies of these markets, their price formation dynamics and their impact on the urban structure. Particular attention is paid to the effects of informal land markets on the residential mobility of the poor and on patterns of socio-spatial segmentation in large Latin American cities.

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RETHINKING SPONTANEITY IN "SPONTANEOUS SETTLEMENTS": LESSONS FROM TRENDS IN UNAUTHORIZED COLONIES IN DELHI, INDIA

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Background: Large segments of the urban population in developing countries live in spontaneous settlements" that are generally illegal. Housing in such settlements ow account for a large segment of total urban housing stock and are also the fastest ncreasing type of urban housing. Through much of the 20th century, such settle-ents were viewed with contempt by urban governments and often demolished. From he 1980s onwards, there has been tolerance and grudging acceptance of such ettlements. Increasingly demolition is giving way to "regularization"—a process by hich settlers in these spontaneous settlements are granted rights and privileges milar to those living in formal, legal developments. Yet the stigma of once being llegal" endures—in the minds of public officials and many citizens.

In Delhi, India housing in such settlements accounted for 11% of the total ousing stock in 1951; by 1990, it was 37%. Till the mid-1970s the Delhi

government routinely demolished these "unauthorized colonies." Beginning in 1977, it started regularizing, rather than demolishing often using quality of development as a criteria for regularization—better developed colonies stood a greater chance of being regularized.

Hypothesis tested: Increasing regularization of colonies and use of development quality as a factor for regularization may spur development of better quality settlements. Simultaneously, the process of regularization may also change. The research presented in this paper tested these two hypotheses in Delhi, India.

Research design and methodology: Qualitative research methods were used in this study. Case studies of several unauthorized colonies developed in Delhi, India before and after 1977 (when a program of regularization was adopted) were conducted. Developers and residents of such colonies, planners and city officials were interviewed in person using a semi-structured survey instrument. Using this data, along with maps and other documents, differences in development patterns in unauthorized colonies before and after 1977 were explored.

Results: There are clear differences between per-1977 and post-1977 unauthorized colonies in development patterns and processes. For example, older colonies have a haphazard road pattern with narrow streets of varying widths; post-1977 colonies have a street pattern that approximates those found in formal settlements. Residents in older colonies are rarely organized whereas those in the newer ones have homeowner associations that are often set up with developers' encouragement. All-in-all then, the newer unauthorized colonies resemble contemporary formal developments more than the spontaneous settlements of the pre-1977 period. These findings have significant implications for public policies regarding "spontaneous settlements" in Delhi, India (and possibly, for many other urban areas in South and South-east Asia). More generally, these findings call for reconsideration of key attitudes towards "spontaneous settlements" and could help influence housing and land development practices in all developing countries.

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THE COMMERCIALIZATION OF PROPERTY IN FAVELAS IN THE SÃO PAULO METROPOLITAN AREA

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This work seeks to understand how the informal market operates housing provision for low-income population, through the analysis of the processes of production, commercialization, and rental of irregular lots and residences, regarding the urban legislation available in the cities. The comprehension of this process is developed through study cases in favelas of the Metropolitan Region of São Paulo. In addition to that, the relations between its agents (supply and demand) and the dynamics of formal market, as well as the existing urbanistic norms, will also be researched. In short, the relations between the formal market x informal market and the process of city structuring will be studied. Understanding the fluxes and the functioning of informal land market can be of great utility to the elaboration of new public policies aiming the creation and implementation of housing and regularization programs for low-income population.

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A METHODOLOGY FOR UNDERSTANDING AND EVALUATING CHANGES IN DENSITY, HOUSING QUALITY AND SOCIOECONOMIC CHARACTERISTICS OF IRREGULAR SETTLEMENTS. THE EVOLUTION OF MEXICO CITY'S COLONIAS POPULARES 1990 TO 2005.

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Irregular or informal settlements are associated with slums, environmental hazards, and unnecessarily high land, housing and other living costs. It is also recognized that irregular settlements improve over time and that consolidation is manifest by the introduction infrastructure and services, solidly-built housing, diversified land use and increased densities. Recently, attention has been drawn to the deterioration of consolidated irregular settlements, due to both inbuilt and acquired problems. Very little quantitative research has been directed at the causes and effects of the extremely wide variation in the dynamics of the consolidation-deterioration process. Why do some settlements consolidate more quickly than others? Why do some never improve? To what extent are these dynamics affected by initial settlement conditions, location and policy measures such as regularization or sites and services programmes? What kind of irregular settlements are likely to be gentrified? Which settlements improve mainly because of gentrification?

To help answer these and many other similar questions, within the general framework of the Observatorio de la Ciudad de México (OCIM) at the Universidad Autónoma Metropoltiana at Azcapotzalco (UAM-A), México DF, a geographical information system (OCIM-SIG) has been developed which includes the classification of Mexico City's urbanized area into 11 basic settlements types (tipos de poblamiento), including the formal-informal distinction. This enables the analysis of spatial correlation between settlement types and dates, economic and population census data and other locational data such as topography, access to transport and infrastructure. Such correlations also permit the identification of further subsets of settlement types, eg. irregular settlements of different age, density, housing quality, socio-economic level, etc. The available census data and cartography allows for longitudinal analysis comparing 1990, 1995 and 2000 (and the incorporation of the 2005 quick census results), as well as historical analyses.

The paper will present the methodology behind the OCIM-SIG and some results of an exploratory analysis into the evolution of Mexico City's irregularly urbanised settlements (colonias populares).

The OCIM-SIG methodology is currently applied in both graduate and undergraduate teaching programmes (Licenciatura in Urban Sociology and Maestría in Metropolitan Planning and Policy) and also in consultancy projects undertaken by the OCIM team at the UAM-A.

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TRACING THE CREATION AND LONG RUN GROWTH OF A SQUATTER SETTLEMENT: ISTANBUL'S ARMUTLU, RUMELIHISARUSTU AND BALTALIMANI NEIGHBORHOODS

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This paper aims to follow the creation and long term development of a major squatter/gecekondu settlement in Istanbul and to answer the key question: 'Does the long run development of this settlement lead to an overall beneficial result?' The settlement in question started off as one large gecekondu settlement but as a result of a major highway, was separated into two main areas. One area comprises of the Rumelihisarustu neighborhood, which in the long run has achieved a striking resemblance to a regular neighborhood. Whereas the other area is made up of Armutlu and Baltalimani neighborhoods, which still maintain most of the characteristics of gecekondu areas.

The methodology used for the paper is based on a methodology developed by Geertz, namely a 'thick description' . Geertz points out that the observer has to

interpret the actual meaning of a movement and this requires a thorough understanding of the process. And as Denzin further expands: 'the voices, feelings, actions and meanings of interacting individuals is heard. A thick description creates verisimilitude.´ . In this paper, the main actors that make up this 'thick description´ are: the national government, the local government, the gecekondu owner, the developer/contractor, the legal land title holder and the general city population. This methodology required the use of interviews with local actors, physical data gathering on the ground, and investigation of plans and maps and media resources.

It is not possible to determine specific 'project-like´ goals at the onset for these settlements. This creates difficulty in measuring the benefits. However it is possible to reach a global definition by piecing together the expected benefits of each actor. The Rumelihisarustu neighborhood has benefited all of the actors involved except for the general city population. On the other hand the two other neighborhoods have not created any of the benefits that the actors were expecting. The paper goes into detail about the reasons for this outcome.Despite its beneficial outcome to many of the actors; from a planning perspective, Rumelihisarustu is lacking a safe and healthy environment, the provision of public spaces and adequate infrastructure and long term sustainability. The main reasons for this are the lack of steady policies towards gecekondus throughout the years, and the inequalities created during the 'windows of opportunity´ for illegal development.

It is apparent from this 'thick description´ that an analysis that looks at multiple points of view will identify a more solid long term development pattern in squatter settlements. Furthermore understanding the role of actors in the upgrading is essential in evaluating development theories. From a practical point of view, the setbacks for the beneficial and sustainable development will inform policies for the upgrading of similar neighborhoods.

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Gecekondu in Turkish literally means 'landed overnight´ and refers to housing built on land without titles and building permission.

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THE CREATORS OF LAW: OF LAND REGISTRATION PROBLEMS AND ETHNIC SETTLEMENT MOVEMENTS

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Land registration records ownership and rights for one of the most important assets – land. Land registration today is The acceptable form for identifying ownership and rights over land and provides the key for transfer of rights from one individual to another. Registration of property rights evolved in a specific cultural context which is not always practiced or understood by other cultures. For instance, the concept of complete private ownership of land does not exist in many cultures, as illustrated by the famous story of the unintentional sale of Manhattan by a local tribe to the Dutch in the 17th century. Similarly in many social groups today land is traded or negotiated in different ways or shared as an asset of the community rather than owned. Mounting evidence points to the fact that land registration does not serve the interest of the entire public.

This paper presents an overview of problems in land registration in marginalized populations in two very different countries: Israel, a small country with a very competitive land market and high growth and development rate, and Venezuela, a relatively undeveloped country with an abundant supply of land and a large growth rate in terms of population. It is important to point out that the term, "marginalized populations" is deceiving. This paper does not examine a phenomenon affecting a

small anonymous minority group at the fringes of society. The issues discussed, both the problems of the "Arab minority" in Israel and those of the "informal settlements" in Venezuela, are formative in their respective countries. These so-called "minorities" are the focus of international opinion and media on one hand and are highly visible in the internal physical, political and media arena on the other. In short, the aim of this paper is to examine a central statutory problem in light of the political, social and economical circumstances in which it developed.

To achieve this, land laws and registration policies of each country were examined in the historical and political context in which they evolved. Through official literature and academic literature it became obvious that both countries, while entirely different in terms of historical and cultural context, developed mechanisms for the regulation of land, its ownership, use and development which excluded the sectors discussed.

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LAND TENURE POLICIES IN MEXICO: REDEFINING THE AGENDA.

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The problems of the informality in housing and in land tenure and the policies that are planted to solve them are greatly influenced by the ideology and recommendations of multilateral organisms. Decades ago the proposed solutions were the public reserves of land, the sites and services projects and community participation. Most recently, programs of massive land titling and security in land tenure are privileged.

The concepts extended by these organisms and the ideology that precedes them, are extremely simplified when regularization programs are launched. The most common imaginaries that these programs extend in Mexico, especially those of massive land titling, there are:

- the establishing of the irregularity in tenure as the most important problem;
- the presenting of tenure as synonym of property;
- the supposition of security of tenure for a family means that all of its members are protected;
- the assumption that the legalization of the property also means by itself the upgrading of the housing and urban conditions of the settlement;
- to assert that with the urban informality taxes are not paid and that as long as they are not legalized, they represent a burden to the public budget and the rest of the society;
- to point to those settlements as the cause of urban disorder, of uncontroiled expansion and negative impacts to the environment.

Different works on this matter evidence that these appreciations are wrong in great measure. On the other hand, even though the urban problems associated to informality must be faced at the local level, the big problems and resources are defined and operated at the central government level. Under the extreme simplification and homogenization of this matter of informality and tenure, it is urgent to revise the agenda of the policies, to increase the perspective of analysis and launch adequate diagnosis that will permit a true improvement of the life quality of those settlements. At least three basic themes would be in discussion:

1. The identification and hierarchization of the multiplicity of problems, attending not only the informality in land tenure, but also those that have to do with the precarious housing and its surrounding, the urban-environment risks; the deficient accessibility; the insecurity, etc.
2. Recognizing the different needs of the population that live in those settlements, especially women, children and vulnerable groups.
3. The capacities and limitations of local authorities to undertake programs and actions in an integral way.

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LAND USE REGULATION AND MARKETS IN A DUALISTIC SOCIETY: THE CASE OF BRAZIL

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Using case studies drawn from the Brazilian experience, this study explores how changes in land use regulation may facilitate a more sustainable flow of private sector investments for low income housing opportunities. Data from Curitiba and Brasilia will be used to develop profiles of the potential rates of returns inherent in matched pairs of household and housing prototypes. The method focuses on key linkages between financial markets, real estate markets, and the rental housing market (where the latter includes owner-occupiers who, in effect, rent to themselves and are their own landlords).

The relationship between these three distinct markets is encapsulated in a simple expression, $i = R/V$, that depicts the opportunity cost of capital (i) as the ratio of rental income flows (R) to market value of the underlying housing assets (V). The presumption here is that i is determined in financial markets that are largely beyond the purview of land use planners or local housing markets, while R is necessarily small for lower-income households. The focus of this research is on the impact of land use regulations on V. In particular, it is argued that minimum lot sizes and other restrictions on formal sector housing effectively place a lower bound on V. This is problematic, because if V is large while R is small and uncertain, private investment flows cannot be sustained.

This research builds on earlier work I undertook for the World Bank, Cities Alliance, and the Institute for Applied Economic Research in Brazil in conjunction with local planning agencies in Brasilia and Curitiba. This article uses these Brazil-

ian case studies as a means of illustrating my arguments in the context of ongoing scholarly debate about the role of land use regulations in promoting accessibility to housing opportunities for the poor.

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CITIES OF INFORMALITY: INFORMAL LAND MARKETS (ILM) AND THE PRODUCTION OF LATIN AMERICAN CITIES

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This roundtable presents empirical and analytical results from a research project funded by the Lincoln Institute of Land Policy analyzing the structural characteristics, dynamics and impacts of informal land markets (ILM) in 6 Latin American cities: Bogotá, Buenos Aires, Caracas, Ciudad de México, Lima and Rio de Janeiro. Issues for the roundtable discussion include: a) ILM segmentation and socio-spatial segregation among the poor; b) informal price formation dynamics and their relation to the formal market; c) ILM impacts on the urban structure; and d) challenges of ILM for urban planning and management in Latin America: problem or solution?. This roundtable adopts a strong comparative focus, emphasizing common trends as well as specificities among the case studies. It is also placed within a path-breaking methodological perspective that seeks to provide key statistics about IMLs and contribute to an innovative conceptualization of their role in the production of Latin American cities.

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INFORMAL HOUSING AND URBAN DEVELOPMENT IN DELHI

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Informal housing in cities in developing countries has attracted varying attention over the last four decades. Informal housing continues to be the only option to increasing percentage of urban poor. Strategic urban planning has had mixed results in achieving planned development of fast growing metropolitan cities in developing countries. Formal and informal land development and housing have resulted in two parallel processes of urban development which are in conflict with each other. Most cities in developing countries, if not all, have some planning mechanisms in place, and the so-called Master Plan is a very common planning instrument. Many cities have Master plans prescribing directions of urban growth, but these plans are rarely realised. Significant amounts of urban development do not meet the land use and zoning specifications. Generally there is less recognition of enforcement powers of planning authorities. As a result, unforeseen developments of vast tracts of informal settlements, lacking in basic facilities and infrastructure mark cities in developing countries. Formulation of realistic urban land use and housing policies require a clear understanding of the growth processes of informal housing. Based on empirical research in Delhi, India this paper argues that the location and formation of informal settlements is sensitive to land use policies, infrastructure facilities and land acquisition policies mainly to cater to the requirements of planned development. Urban planning in Delhi as in most other cities in India does not recognise the existence of the poor and their housing requirements in the planned development. It is argued that to a large extent exclusion of the housing requirements of the poor in urban planning has aggravated the scale of informal settlements in cities. These relationships can be observed in the spatial configuration of informal housing in Delhi which has enormous implications to the planned development. Using land use, census data, zoning and information derived from satellite imagery in a geographical information system it evaluates the relationship between planned development and informal housing and the consequences of exclusion of the housing requirements of the poor. It highlights implications on the sustainability of existing planning policies and practices in the development of Delhi. The outcome of the research can be generalised to other cities in developing countries. It is relevant to planning education in city planning and housing in developing countries and provides a basis for comparative planning.

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INFORMAL SETTLEMENTS REGULARIZATION IN LATIN AMERICA

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Recent Latin American upgrading and land tenure regularization programs demonstrate a convergent trajectory towards permanent and increasing informality in land use. This paper elaborates on the following possible causes: the very conception of these programs, acting exclusively on a curative basis; their isolation in respect to broader urban policies; their fragile sustainability mechanisms, disregarding available resources -both financial and regulatory; narrow interpretation of "participation", neglecting the roles played by stakeholders, with direct effects on production and consume of urban land. Traditional alternatives to constrain informal land use proved to be not only inefficient, contributing to enhance the number of people living in extremely precarious conditions in land with no access to infrastructure, urban services and facilities. Despite the adoption of some sort of regularization program, Latin American cities growth takes place mainly by informal means. In fact, the number of inhabitants in informal settlements in the region increased from 111 million to 127 million in the period 1990-2001. Precarious conditions affects not only housing, but also environmental and legal spheres, also reveling a fragile recognition of citizenship rights. Redemocratization processes lead to updated constitutional frameworks and new urban management instruments. Simultaneously the traditional understanding that social housing is a non-profitable market sector begins to fall apart under the evidence of high profits obtained by illegal land subdividers. Regardless these new perspectives, it should be asked if the updated legislation is being fully explored. What is actually being done in terms of urban policies and programs? Intended objectives are being accomplished? Both in positive and negative cases, why? The adopted methodology to answer these questions was a spontaneous sample obtained through a call for papers held in the first semester of 2005. Selected articles were compiled and will be published by the Lincoln Institute of Land Policy. The compilation gathers these experiences, aiming to build a nexus among the lessons learned in the continent. Findings are to be disseminated among decision-makers enabling a deeper understanding of informality related issues and facilitate adoption of suitable managerial measures. New trends to revert present situation appear in experiences touching sensitive fibers of formal and informal land markets operations, anticipating informality, establishing partnerships, making full use of the instruments encompassed in the new legal framework and searching for alternatives to finance urban development.

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MARKET REFORMS AND MARGINALIZED POPULATIONS: ANALYZING EXPERIENCES IN BRAZIL AND CANADA

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This paper provides a framework for understanding one expression of neoliberalism that has taken place recently in both the undeveloped and the developed world: the formation or reformation of markets for land and housing in order to extend access to marginalized populations. Many instances of this can be found, for example: in initiatives formalizing land markets such as the Favela-Bairro program in Rio de Janeiro (IBAM 2002); in Nunavut Territory, Canada, where private markets for land and housing did not exist as recently as 15 years ago; in inner city revitalization in urban areas in the developed world focused on the conversion of low income renters into proprietors (Anderson et al. 2005); and in the dislodging of collective land ownership by individual tenure in First Nations (Aboriginal reserves) in Canada.

Roy argues that the displacement of informal arrangements in favour of markets "is a complex political struggle" (2005: 150) and this paper seeks to extend that analysis. It provides a critical review of the literature addressing the inclusion of marginalized populations in markets for land and housing in both northern (Kurtz and Blossfeld 2004) and southern (Ribeiro and do Lago 2001) contexts, drawing primarily on the authors' experience in housing and community development in Canada and in urban affairs in Brazil. The various rationales advanced both in the promotion of market extension and in its critique are identified, and the limited evidence from empirical studies is provided. The paper notes that much of the literature from both south and north is focused on issues of political economy, although key analyses stem from the propensity of markets to collapse collective experiences into individualism. The paper contributes to planning practice and scholarship by developing a broader understanding of tendencies within neoliberalism, emphasizing its non-economic aspects such as the shaping of a global individualized identity and the formation of a consumer citizen.

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URBAN REGULATION AND ITS EFFECT ON THE PRICE OF HOUSING

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This paper reviews international literature that examines the effect of urban regulation on the price of housing, to determine whether empirical models can be

developed and applied to Brazilian cities. It tracks a literature review completed in anticipation of my doctoral dissertation on the same topic. These issues were also the subject of my thesis during a prior graduate degree in Brazil, and five years of working in Central and South America with the Inter-American Development Bank reinforced their importance.

Several authors have commented on how urban research in Latin America in general and Brazil in particular, rarely incorporate an economic approach to the study of land markets (Abramo, 2005; Furtado and Lobao, 2002). Latin American studies on the regulatory environment for urban development similarly follow this approach, resulting in an incomplete explanation for the costs imposed by urban regulation, its effect on the price and affordability of formal housing, and its contribution to the expansion of informal settlements.

In contrast, international literature has a wealth of empirical economic research on urban economics in general, and on the cost of urban regulation in particular (Mills, 2005; Bertaud and Brueckner, 2004; Bertaud and Malpezzi, 2001; Fu and Somerville, 2001). This economic approach provides invaluable tools in the estimation of the costs of urban regulation. However, it has not generally been applied to Latin America, and lacks an aspect of central relevance to Brazilian cities: the analysis of the relationship between urban regulation and the level of informality in the housing market.

My proposal attempts to merge the strengths of two approaches to overcome the shortcomings of each in three ways. First, it examines how the empirical and economic focus of the international literature can be applied to the analysis of housing markets in Brazil. Second, it addresses country-specific aspects left out of international research on urban regulation, such as the extent of the informality. Finally, it provides insights to help define alternative policies to reduce the cost of the supply of formal housing, thus limiting the formation of informal settlements.

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SHELTER, LIVELIHOODS AND URBAN SPACE: EXPLORING THE LINKAGES IN MEXICO CITY

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While housing is largely viewed as a product and consumption item in North America and Europe, housing for the urban poor in cities of the developing world is a process and vital productive asset. As only a small proportion of households can afford to

access the formal market, the vast majority of housing is produced through informal settlement (Duhau and Schteingart 1997). Access to land is the most difficult part of this process, and the land accessible to the urban poor tends to be unserviced, illegally developed, and poorly located (Ward 1998). While providing access to shelter, such locations may undermine the potential of housing to serve as a productive asset, especially for women who have constrained mobility (Salazar 1999). Clearly, access to land and shelter is integral to the urban poor gaining a "foothold" in an urban area; whether or not it is sufficient to ensure adequate livelihoods is the central theme of this research.

This paper explores the linkages among shelter, livelihoods, and urban space for the urban poor in Mexico City, a sprawling "mega-city" of 18.3 million people in which 40% of the built-up metropolitan area is comprised of informal settlements, housing 63% of the population (Cruz 2001). Based on a comparative case study of two informal settlements in different parts of the Federal District, this paper explores the question: "does the value of housing as a highly spatialized resource/asset vary with location, and if so, how and for whom?" The research draws upon 90 interviews and a random survey of 200 households conducted during 2004-2005.

The paper describes the formation, conditions, and housing-work connections in each community, analyzing each within a broader spatial context. Research findings suggest that shelter is a spatial asset whose value is contingent upon the socio-spatial context in which it is inserted. From a policy perspective, the paper emphasizes the need to situate housing in a broader urban context to enhance its livelihood potential, complementing the vital but narrow policy focus of local upgrading programs. This work builds on existing research and charts new terrain by focusing on the spatial and gender dimensions of the housing-livelihood nexus.

Although largely "unplanned," informal settlements present major planning challenges. In places such as Mexico City, informal settlements are not only a significant component of urban structure, but also a major impetus of urban expansion (Cruz 2001). This paper argues that the "right to shelter" associated with informal settlement needs to be "scaled-up" to include more explicitly the "right to the city," as facilitated by policies that consider the linkages among shelter, livelihoods and urban space.

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'YOUNG TOWN' GROWING UP - FOUR DECADES LATER: SELF-HELP HOUSING AND UPGRADING LESSONS FROM A SQUATTER NEIGHBORHOOD IN LIMA

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Forty five years ago, the young town of Independencia was founded in Lima, Peru after a land invasion. It is one of the oldest settlements in Lima´s Northern Cone

and a good example of the second ring of informal development. Upgraded by the community itself and later recognized by the government as a district, Independencia became part of a nation-wide Regularization Project sponsored by the national government and the World Bank. Its earliest years were extensively documented by Turner, Caminos and Steffian (1969). Their work served as a point of departure for this study which looks at Independencia's development throughout its 45-year history.

This paper examines: 1) which factors have influenced housing investments; 2) how policies created to support housing have benefited families; and 3) how the incremental nature of self-help has worked and whether it still meets families' housing needs.

Most of the literature on squatter communities has looked at them at one point in time, usually early in their life. This paper provides evidence that evaluating the development of squatter settlements needs a long-term perspective partly due to the incremental nature of progressive self-managed development.

The main data source comes from: 1) extensive interviews with 3 generations of settlers in 31 households and 2) detailed housing surveys about the development of the dwelling(s), both to collect information about changes over time. In most cases, there is a direct relationship between housing and family trajectories since these communities experience little housing mobility. Most families also started in similar conditions at the same time.

The housing and family trajectories developed for this paper provide detailed information about Independencia's self-help housing process, how housing investments were made, and what factors contributed. The paper provides evidence that policy makers should address self-help housing as a process rather than a product. Housing policies intended to support self-help housing, usually address immediate housing needs without anticipating long-term family (multi-generational) needs and have not influenced housing investments and development as predicted.

This paper is important to the planning practice because it not only contributes to an understanding of the development of settlements, but also looks at alternative policies for housing provision. At the city level, the current model to access housing emphasizes land access but this model is not sustainable. Regeneration and revitalization strategies for communities like Independencia need to build on the investments that families (houses) and governments (infrastructure) have already made to create new housing opportunities for younger generations.

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'YOUNG TOWN' GROWING UP - FOUR DECADES LATER: SELF-HELP HOUSING AND UPGRADING LESSONS FROM A SQUATTER NEIGHBORHOOD IN LIMA

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Few studies have examined how incrementally-built housing develops. Despite the attention these settlements initially received, they were left to mature on their own.

This poster presents a longitudinal perspective of the development of one young town in Lima Peru: Independencia, a perspective which is critical to understand the incremental nature of progressive self-managed development. There is a need to revisit housing in older settlements to understand what happened and to guide future policy.

The poster helps examine: 1) factors influencing housing investments; 2) the efficacy of policies created to support housing and benefit families; and 3) the effectiveness of incremental self-help processes and whether they still meet the housing needs of families.

In order to answer these questions the poster presents a series of housing and family trajectories which provide detailed information about Independencia's self-help housing process, how housing investments were made, and what factors contributed. The data was collected by interviewing thirty-one families and documenting their histories and the development of their dwelling(s) over time. Housing policies and programs were also documented.

Housing trajectory diagrams present information since the time families settled and started building, and illustrate land acquisition methods, major investments instances, generations responsible for investments, structural systems, programmatic push, technical assistance and financing opportunities, rate of construction, materials used, etc. The rate at which houses reached the different development phases defines a unique trajectory.

Family trajectories diagrams illustrate some of the internal factors that perhaps influenced housing investment, whether families were able to build according to means (income) and/or needs (demographics). Other information such as upgrading programs (public services, public infrastructure investments, land tenure, micro-credit, etc), created to support housing investments, contribute to or serve as resources. All this information is superimposed on the housing trajectory diagrams to visually address issues 1) and 2).

Issue 3) will be explored through a more detailed follow-up of two families whose dwellings and family growth have been illustrated in detail through 3d models, diagrams and charts since their time of arrival in Independencia. The follow-ups will represent the different subdivisions and development patterns according to the needs of each generation as the family grew.

The poster also provides evidence that policy makers should address self-help housing as a process rather than a product. Housing policies intended to support self-help housing, usually address immediate housing needs without anticipating long-term family (multi-generational) needs and have not influenced housing investments and development as predicted.

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TRACK 3: Housing and Community Development

VACANT APARTMENTS REVEAL A WAR-DISPLACED POPULATION THREATENED WITH EVICTION: A CASE STUDY OF SAHRA CHOUEIFAT, LEBANON

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According to the 1996 Lebanese census data, Sahra Choueifat, a south-eastern suburb of Beirut, Lebanon belonged to a census tract with a 46% housing vacancy rate (Central Agence de Statistique, 1996). Such a high vacancy rate in low-cost housing complexes raises many questions: Who owned and financed these spaces? Why were they vacant? Based on case studies and interviews, this paper will argue that vacant apartments in Sahra Choueifat have primarily been the result of the Lebanese government's post-war housing and war compensation policies. Vacancies were an outcome of the government's efforts to evict and compensate the civil war internally-displaced population that informally settled during the war in abandoned buildings in downtown Beirut and along the city's former war divide line. The paper identifies four major factors that contribute to explaining low-cost housing vacancies in Sahra Choueifat: (i) the uncertainty in the timeframe and amount of compensation to the war-displaced settlers, (ii) the government's implementation policies of compensation packages, (iii) the changing post-war rental law regulations, and (iv) intervention of political parties in the housing market. Threatened with uncertain eviction, war-displaced families secured housing in the low-cost housing complexes in Sahra Choueifat, while having to remain in their war-scarred shelters anticipating the government's monetary compensation.

Sahra Choueifat's case suggests that housing vacancy in developing cities should not be dismissed. A brief investigation of other cities in developing countries demonstrates strikingly similar housing vacancy rates. For example, in 1989, Amman had a 15% vacancy rate (Stryuk, 1989). In 2003 Dar Es-Salaam had a 30% vacancy rate (Halla & Man'waru, 2003). At the same time, China had a 58% vacancy rate, 34% of which was vacancy in affordable housing (DTZ, 2003) and Beirut had a 20% rate (Haidar, 2003). In 2004, Cairo, Egypt had a 30% vacancy rates (Al-Ahram Newspaper, 2004). Despite these high numbers, and the fact that housing vacancy rates inform housing and real-estate policies and investments in developed cities, surprisingly little research has been done on the implications of housing vacancy rates in developing countries. This might be attributed to the fact that most developing cities are believed to suffer from a shortage in affordable housing rather than vacancy, a belief that renders the study of vacancy irrelevant. In contradistinction to this conclusion, this paper shows that studying vacancy rates in developing countries is crucial to attaining a thorough understanding of housing markets, development agendas and public policies. It argues that significant vacancy in the affordable housing stock may be caused by a multitude of social, political, geographical, and legal factors which are keeping disadvantaged people from inhabiting adequate housing while simultaneously locking up much-needed large-scale capital in vacant buildings.

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OVERCOMING DISASTERS: RELIEF AND REHABILITATION – A CASE-STUDY OF KUTCH EARTHQUAKE 2001

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A severe earthquake (6.9 ritcher scale) shook Gujarat on 26th Jan 2001. The epicenter being at northeast of Bhuj (about 250km from Ahmedabad). This earthquake caused extensive damage in the rural areas (both in terms of damage to life & property). Towns such as Bhacchau and Rapar suffered nearly 100% damage. Damage to livestock was also very high. This was severe for the rural population who were recovering from consecutive droughts suffered in the previous years. The destruction caused by the earthquake was wide spread (21 out of 25 administration districts in Gujarat were effected), though the district of Kutch was severely damaged (in 335 villages, 70% of houses was damaged). Apart from 1.2 million houses damaged, social and physical infrastructure was badly hit. Hundreds and thousands of people lost their lively-hood. Civil administration was badly affected as office buildings and records were destroyed.

Immediately relief and relief workers landed in Gujarat from all parts of country and world. Within two weeks after the earthquake the Goverment of Gujarat setup the Gujarat State Disaster Management Authority (GSDMA). The responsibility of this apex organization was to prepare plan, co-ordinate relief, recovery, rehabilitation and reconstruction activity. The World Bank funded multi-sector programme Gujarat Emergency Earthquake rehabilitation & recovery program (GEERP) was implemented by GSDMA. The reconstruction programme GEERP was implemented jointly by the Government of Gujarat, effected population, NGO's and others. The responsibilities of each actor were clearly defined in the approach to programme.

This paper provides an in-depth understanding of post-disaster recovery mechanism and process followed for housing, infrastructure and livelihood provision in Kutch district. Kutch earthquake, a tragedy of high magnitude also provided an opportunity to improve the basis services in rural and urban areas along with provision of physical, social amenities and of-course reconstruction of housing. This study also focuses on the positive and negative social impacts of recovery programme on the population.

The rehabilitation and reconstruction process is reported to be near completion along with completion of physical and social infrastructure. This evaluation study carried out during 2005-2006 clearly highlights the fact that the GEERP has been a well implemented programme. There has been a clear improvement in the level of services (roads, sanitation, waster supply, school buildings, health care center etc.).Residents are highly satisfied by the self-constructed housing as opposed to housing provision by NGO's. The government programme of livelihood didn't have any direct link to the post-earthquake income levels. Some cases of owners using the housing assistance for the social activities like weddings, etc. hampered the objective of the program.

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GOVERNANCE AND RESIDENTIAL SATISFACTION IN MULTIPLE OCCUPANCY DEVELOPMENT IN PYRMONT ULTIMO SYDNEY

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For the past half century the default form of residential tenure in Australia has been owner occupation of a detached dwelling in suburbia. As with many developed nations Australia is now pursuing, for reasons of conservation, environmental impacts, resource scarcity, and accessibility, compact city or urban consolidation policies. The effect of these policies will be in the next half century to house seventy percent of new entrants in multiple occupancy developments of medium to high density accommodation. Current research indicates that, while there is a high level of satisfaction with residential accommodation, Australians continue to display a preference for detached dwellings. It is argued that one of the principal virtues of the detached dwelling is the perceived provision of ontological security to the owner, the fulfilment of a housing career expectation and a sense of control over the private world and life style.

This research looks at the literature regarding residential satisfaction in owner occupation and private sector rental, the variables assessed in the literature and the available instruments for assessment of residential satisfaction. It then draws on research, particularly on the management and control of multiple occupancy in the inner urban brown field redevelopment of Pyrmont Ultimo in Sydney, for an indication of resident expectations and the capacity of medium and high density dwellings to provide residential satisfaction.

Central Theme

To test the determinants of residential satisfaction in inner urban multiple occupancy developments.

Approach and methodology

The approach is to review the literature on residential satisfaction in private rental and owner occupancy and measures and instruments for determining satisfaction. Utilising existing case research from a continuing study of the inner urban Sydney redevelopment area of Pyrmont Ultimo assess the factors determining satisfaction with particular reference to questions of control and governance and residents' sense of ontological security.

Relevance of work to planning education, practice and scholarship

The paper will provide a bibliography for practitioners assessing residential satisfaction and demonstrate methods for assessment. It will also provide comparative findings as a benchmark for students and practitioners undertaking surveys of residential satisfaction.

Key data sources

Australian Bureau of Statistics Census data, Local Government occupancy data, historical and contemporary survey and interview data from the author's research.

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EVIDENCE OF INEQUALITIES AND INEQUITIES IN RESIDENTIAL PROPERTY TAX APPRAISAL

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This paper presents results of a year-long study designed to test the hypothesis that owners of single family homes at the low end of the price spectrum are subject to overappraisal, both within their neighborhoods and when compared to other, wealthier neighborhoods. The study begins by comparing the difference between government appraised values of more than 400 single family homes with actual MLS sales prices (representing market value) in three economically differentiated Arlington, TX neighborhoods. The difference (ratio) is then correlated with measures of house value, poverty and income to determine if the homes of the poor are being overappraised—and thus are probably paying more than their fair share of property taxes. The results produce strong evidence (significant at .01 level) that this is in fact occurring. Correlations and regressions were also run between the ratio and many factors of the homes, including condition, number of bedrooms and baths, home size, year built, etc.

The study is unique because we were able to obtain MLS sales data for a long period of time for all three neighborhoods under study. This gave us a database that typically is not able to be utilized by academic researchers. We also developed a methodology to assess housing condition, and conducted this assessment for all 400+ homes. These data were very helpful in showing that the biggest explanatory variable for overappraisal was failure to adjust for the condition of the homes.

Policy implications lead us to conclude that reform is needed in single family property appraisal techniques, as there is built in bias in these methods that penalizes low-end homes. As is, the system may help explain high vacancy and abandonment rates in low income neighborhoods.

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None

TURNING A LOW-INCOME SMALL TOWN INTO A SUSTAINABLE MIXED-INCOME PLACE

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Policy makers around the world confront the issue of how to promote successful and stable mixed-income residential areas. This paper presents findings and conclusions from a relatively successful case, which suggests a kind of compromise between those who support a free market of housing, in which most people choose

to live among others "of their kind", and those who favor planned social mix that is designed to promote diversity and equity.

The case is a public-private initiative to construct a large high-standard neighborhood, 2,500 housing units in 7-14 floor buildings, in the center of the existing distressed town of Or Yehuda in the metropolitan area of Tel-Aviv, Israel. This new area was built for and populated by middle to upper-middle-class families. A comprehensive research, using qualitative and quantitative methods, was conducted in the town 10 years after the better-off families came to live in this new neighborhood.

Among the findings: The boundaries between the old and new areas remain visible and the prices of apartments are clearly different. The two communities live side by side, and show a fairly high bonding social capital within each of them. In spite of the socio-economic disparities and the internal social bonding, bridging social capital between the two communities is gradually developing. It is supported by the physical design that located important social and public buildings on the road that goes between the old and new areas: The municipal hall, culture center, city library and conservatory, the sport hall and the one large pool in town, are all along this road. Even though most primary school students go to schools in their own area, both the junior-high and the high-school are integrated. Adults meet in the big commercial area that was built in the new neighborhood, and in the adjacent park. In their answers to detailed questionnaires, 20% of the adults in the old poor area reported having friends they visit from time to time in the new higher-class area. They also reported that 50%(!) of their children meet friends in the new neighborhood after school hours. In the recent local elections, 5 of the 11 political parties were composed of people from both communities.

A conclusion for sociological theory: Bonding social capital does not necessarily contradict bridging social capital. Preliminary planning implications: (a) Better-off households may be attracted to live in a neighborhood within a distressed area, providing that it is big enough to include its own primary school and the housing standards are high. (b) One way of achieving urban social diversity is planning for different income groups to settle side by side; this way seems more sustainable than settling them one within the other. (c) A clear position of the public agencies in favor of social integration, and construction of social and commercial services that cause the different residents to meet, while they do what they choose to do, seem to be very significant factors on the way from formal diversity towards developing bridging social capital. These conclusions should be subject to further research.

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HABITABILITY EFFICIENCY OF SOCIAL CONDOMINIUM DWELLINGS IN MEXICO CITY

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This work systematizes and evaluates by means of an habitability efficiency factor, the faults of the massive production of houses from a survey developed in different condominium housing sets building in the Mexico City Metropolitan Area.

The habitability evaluation was carried out by means of two surveys: a sociological and another psychological one; by stratified sampling of 400 interviews. We

establish here like "Habitability" the security degree that the house can offer as dwelled quality of site of and is defined by seven main factors: 1, Security of the location, 2. Structural security of the construction, 3. Security of the inhabitable space, 4. Sanitary Security, 5. Security of the Social Context, 6. Security of the Management and maintenance, 7. Security in the Value of Change.

Finally we discuss about the habitability factors proposed set in order to improve both urban and architectural design named like "social interesting". Results are enhance and stand out the importance of the empirical knowledge of cultural and social criteria in subjets like urban sociology, urban ecology, social psicology and all of this as a part of the urban planning design.

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SAFETY AND SECURITY OF STREET ENVIRONMENT FOR CHILDREN IN MODERNIZED NEIGHBORHOOD

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The social concern with crime in urbanized areas has been growing for the last several years in Japan. Moreover Asian modernized cities where the population is still increasing rapidly in the urbanized areas have same issue. Crime has a deep connection with the design of architecture and urban design in urbanized areas. It has been acknowledged that interest in crime prevention has burgeoned in the design fields of architecture, landscape architecture, and urban design since the 1970s in America (Jacobs 1961, Newman 1972), and it is a strategy to design a physical environment in order to enhance capability of crime prevention. However, the design of architecture, landscape architecture, and urban design in Asian countries had laid stress on rationality and urban function before, they had paid attention to neither safety nor comfort of inner city areas' living environment. Therefore we need to discuss the design for urban security in Asian modernized cities adequately.

Especially one of the most emerging issues for families living in inner city areas is the children's safety during commuting school. Since children generally walk to school in Japan and some Asian countries, whereas in Europe and America in general adults accompany to children to school, the crimes and accidents victimizing children during commuting school have been increasing in Japan. Although traditional local community has created a more sustainable and safer neighborhood to

secure children, children's needs have been ignored by urban development policy and plans in the modernization (Davis 1996). To suggest the method of reconstructing safe environment with view of stable community, building needs to consider the living environment in inner city in terms of children's safety.

In this context, we focus on the analysis of public streets which elementary school students walk daily in Asian countries as well as Japan, and aim to suggest the strategies to improve the living environment in inner city for children. First we research the present condition of commuting school paths and commuting school systems in Asian modernized cities through the investigation of literatures and interviews, and clarify the issues of public street environment. Second, we evaluate the safety of public streets as commuting school environment through drawing a comparison among Asian modernized cities. Finally, as the results of evaluation, we propose the strategies for improving public street environment as part of community based planning of an inner city. To make these areas more livable and family-conscious, it is necessary to improve public street environment in aspect of children's safety, and the planning methodology should be shared.

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SUSTAINABLE HOUSING IN TECATE, MEXICO : COMMUNITY AND POLITICS OF SETTLEMENTS IN THE SOUTHWEST US/MEXICO BORDER

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This paper is based on research sponsored by the US Environmental Protection Agency (EPA) through the Southwest Center for Environmental Research and Policy (SCERP)*. It reports on an investigation of the potential for environmental benefits through appropriate interventions in housing and infrastructure in the borderland areas of the US/Mexico border region. It argues that housing and human settlement that is energy efficient, design appropriate, economically feasible, minimizes impacts on the environment and fulfills the desires and aspirations of local community is contingent on community engagement with political processes. Described are: prototype alternatives for new, or retrofitting of existing, housing and communities for sustainable densification of human settlements; Stakeholder participation in chosen settlements in Tecate, Mexico to select technically, socially and culturally sustainable interventions; and, Sponsoring implementation of selected alternatives.

Technical assistance provided to the City of Tecate by ASU's School of Planning in the design of two large river front, sustainable, eco-parks on the east and west of the city has received the Association of Landscape Architects Arizona Chapters award for excellence in communication)** . This paper describes growth in the US/Mexico border region in social, economic, material, technical, and design parameters. It presents key findings from on-the-ground observa-

tional survey and documentation of physical site conditions and describes the political and community aspects of implementation.

* SCERP a consortium of ten U.S. and Mexican universities was created to initiate a comprehensive analysis of possible solutions to acute air, water, and hazardous waste problems inthe United States-Mexican border region.

**The monograph titled Urban Eco-Parks: Tecate, Baja California, México summarizes the design efforts of Arizona State University students and faculty to engage in a cross-border, international effort to develop two ecologically sound, public river-front parks in two low income communities of a rapidly growing city on the US/Mexico border in the Fall semester of 2003. It facilitates the presentation of findings to very different audiences: city officials, local businesses, professionals, and common citizens with a view to stimulate movement forward in implementing some combination of the twelve different solutions designed for the two parks. It does so by communicating these options in a rich graphic and visual language and by articulating them in both English and Spanish, the languages of this bi-national region.

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THE IMPACT OF RESIDENTIAL SEGREGATION ON THE DEVELOPMENT OF SOCIAL CAPITAL AND WELL-BEING OF IMMIGRANTS. THE EXAMPLE OF THE MEXICAN POPULATION ON THE WEST SIDE OF ST. PAUL, MINNESOTA

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This research project asks about the impact of ethnically based residential segregation on the development of social capital for immigrant households. Answers to this question are built by using evidence drawn from a case study on the Mexican immigrant and "Chicano" population of the Latino neighbourhod "West Side" of St. Paul, MN, USA. The objective of the research is to shed light on the conditions (time-, socio-economic, place-related) under which residential segregation would typically turn out to be positive or negative, and to formulate recommendations for housing planning and community development that promote its positive aspects, but discourage its negative ones. It parts from certain assumptions, for instance that - residential segregation may be advantageous in various terms, from the perspective of the `segregated´ individuals, - length of stay in the host country, gender and level of education are important factors influencing the individual experience with residential segregation, and that - the development of social (and related) capital in immigrant neighborhoods may be better understood if extra-local social networks of immigrants are accounted for. The research combines deductive and inductive methods of analysis. It draws on the social capital concept of Pierre Bourdieu, analysing the relationship between different forms of capital and "site effects" on the social position of individuals. However, results derived from

interviews realized in the context of the case study aim at theory building beyond the pre-conceived conceptual framework. Between November 2004 and July 2005, semi-structured interviews were conducted with 27 Mexican or Chicano residents of the selected neighborhood ("West Side" of St. Paul). Furthermore, interviews were conducted with 11 housing and/or community development experts. The project addresses important questions for planners and policy makers in increasingly multi-cultural urban realities, in the US and elsewhere. At present, the dominant policy response in the US to residential segregation is desegregation, to counteract the dystopia of ghetto life and concentrated poverty. One of the rationales behind this approach is that lower- or no-poverty neighborhoods offer greater levels of social capital to low-income and minority families, even though this assumption is yet to be empirically confirmed. The research results will provide a framework for the distinction of positive vs. negative residential segregation and inputs for housing development and –"politics of difference" (Iris M. Young) guided by the overriding principle of social justice.

References:

The research project is drawn from an advanced dissertation project. The thesis directors are: Univ. Prof. Dr. Volker Kreibich, Faculty of Spatial Planning, University of Dortmund, Germany (volker.kreibich@uni-dortmund.de). Prof. Dr. Helga Leitner, Department of Geography, University of Minnesota, Minneapolis, MN, USA (eqj6139@umn.edu).

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HITCHING THE WAGONS: LINKING AFFORDABLE HOUSING DEVELOPMENT TO MARKET-RATE RESIDENTIAL CONSTRUCTION

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Inclusionary Housing (IH) policies have are used in the United States for addressing local shortages of affordable housing. IH policies is to require developers of market-rate housing units also to construct dwellings that are restricted to price levels affordable to moderate- or lower-income households. However, concerns about IH policy are that it may discourage the development of larger housing projects, and that it may slow private market development in the jurisdiction in which it is implemented. This is undesirable, because it could decrease the overall housing supply, pushing prices up for all households—harming those most vulnerable to increases.

Few studies have used quantitative data to test the effects of IH policies on the amount and mix of housing units built. Here we examine the association between Inclusionary Housing and the growth of multi-family housing, as well as the proportion of new housing that is multi-family, leading to our two hypotheses: 1) IH has a positive effect on the growth of multi-family housing development (compared to the overall housing stock); and 2) IH has a positive effect on the proportion of new housing that is multi-family.

Our definition of Inclusionary Housing is "a citywide mandatory requirement or voluntary objective that assigns a percentage of housing units in all new residential developments with more than a specific minimum of units, to be sold or rented to lower- or moderate-income households at affordable rates (Calavita & Grimes, p.

151)." We hypothesize that Inclusionary Housing policies have no negative effect on multi-family residential development.

Data sources include the US Census from 1980, 1990, and 2000, fifteen years of Construction Industry Research Board (CIRB) residential data for California, and Inclusionary Housing in California: 30 Years of Innovation (California Coalition). Analyses focus on cities within California that adopted an Inclusionary Housing program during or before 1990, compared to those cities that do not have an Inclusionary program (or cities that adopted IH programs post-1990). We conduct regression analyses on two dependent variables—the proportion of newly constructed dwellings that are multi-family units, and the ratio of new multi-family units to all housing units—in order to test whether Inclusionary Housing policies limit residential (and particularly multi-family) construction, or whether other factors are better predictors.

The empirical data analyses further clarify the relationship between Inclusionary Housing policies and the type of residential development, and the findings will assist policy makers with their assessment of the merits versus the opportunity costs of such policies. Inclusionary Housing is intended as a mechanism to address the need for more affordable housing stock; if it has a negative impact on multi-family housing production, then that loss in housing produced must be weighed against any perceived gains in the creation of affordable housing.

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ECONOMIC GROWTH, HOUSING DEVELOPMENT AND ACCESSIBILITY TO OPPORTUNITY: TESTING FOR 'FAVOURED PLACES'

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Are there areas that are particularly favoured in housing market terms because of their accessibility to areas of economic growth, employment opportunities and other services? This paper will report on work undertaken to model demand for housing in areas as a function of their aggregate accessibility to employment, retail and education opportunities. As a secondary question, this paper will also address the question of how the rise of dual-earner households affects this. The paper will test the hypothesis that the rise in dual-earner households fundamentally alters the structure of spatial relations through changes in workplace-residence patterns. Finally, this paper will examine the notion that the supply of housing in these 'favoured places' is geared toward characteristics of the demanders who would benefit from it, and is not being replicated in other locations, thus cumulatively reinforcing their attractiveness.

Together, these hypotheses account for a significant challenge to policies of 'sustainable communities' and 'urban renaissance.' The parallel development of a homogenous, low quality city centre housing offer (under the guise of 'urban renaissance'), with poor services and amenities for families, increases levels of segmentation in the housing market. This does not necessarily compete with suburban and rural 'favoured' locations, but is part of a stepping-stone to it, dependent on life cycle. Therefore, objectives of sustainability and re-densification of urban areas are being

undermined by (i) developer interest in, and structural demand for, 'favoured' non-urban locations and (ii) lack of direct competition from the urban housing offer.

The methodology is centred on an aggregate accessibility model, based on the development of a moving kernel approach to modifications of Zipf's PiPj/Dij gravity model using micro-level interactions data from a population census, will be used to conduct tests. Data on employment locations and type, retail facilities, and schools will be used as components of the gravity model. We will also employ micro level data on housing transaction costs and household incomes as a means of detecting sectoral differences. Intensive computational requirements will handled using distributed (grid) computing techniques.

The policy implications will be examined in the light of new emphasis on significant housing growth in the UK and a reform of the land-use planning system to more explicitly take account of housing market conditions.

This work is of relevance to policymakers because of its implications for our understanding of the determinants of housing demand, the nature of regional spatial structures and the land use planning system. By the practical application of computational and spatial-statistical methods to contemporary planning problems, this work may be of interest to the planning education community.

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HOW CAN COMMUNITY AND EDUCATION ORGANIZING IMPROVE INNER CITY SCHOOLS?

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Low-income, urban communities have suffered great disinvestment and decline in the United States. One casualty of this secular process has been the public inner city schools. Over time, these communities and their schools have developed antagonistic relationships. School staff and administrators often view parents and communities as deficient in providing proper learning environments for students, while communities blame schools for their children's poor academic performance. What is lacking is a basic level of trust and accountability, along with mutual recognition of how school and community success are dependent on one another. Instead, urban communities remain disorganized and disenfranchised, while school personnel insulate themselves within their institutional silos.

However, there are signs of change. Community organizing efforts have built power among low-income communities through developing local leaders to act collectively on issues of common concern. These activities are supported by national networks such as the Industrial Areas Foundation, ACORN, and PICO. Concerns about schools created an "education organizing" movement, advocating for a shift from top-down school restructuring to bottom-up decision-making and public accountability to

communities. This mechanism of community empowerment has been applied in a variety of ways with a broad range of results: from increased school safety, to new facilities and resources, to increased social capital within communities.

We explore the role of community organizing and education organizing in building social capital between schools and communities and improving education. We conduct an extensive review of the literature on organizing in schools, including case studies of community involvement in school reform. We will also collect and analyze data on education organizing outcomes from around the United States, including changes in school performance and social capital. Our data come from published school statistics available from school districts and independent evaluations. We also conduct interviews with educators and organizers to assess the impact of community involvement in schools on both building community and improving education.

Within the current emphasis on community development and partnerships, schools are rarely recognized as community institutions critical to the community development process. They can serve as either a barrier to or catalyst of more comprehensive community revitalization. Our research will highlight how organizing through schools helps rebuild communities while improving school performance and student achievement. This will provide a necessary link between school reform and community development, and shed light on new ways of harnessing school-community connections for the benefit of the community as a whole.

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THE LIMITATIONS OF URBAN POLICY: AN ANGLO-FRENCH COMPARISON

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Comparative studies of practice have, as a matter of logic, three main themes: the identification of parallel themes where trends are going in the same direction; the identification of points of convergence where policies are moving closer to one another, as a response either to similar problems or to international agreements and finally divergence where policies have become increasingly different. The recent experience of urban policy in France and Britain is one of a movement in parallel, with no evident sign of either convergence or divergence. Governments in the two countries face similar problems of extensive social segregation, ghettoisation, localised unemployment and other inequalities. They have, in response, both pursued area-based policies targeted on communities in need and involving varied policies to improve living conditions and to ensure that public policies and public services are closer to those who they serve. At the same time, the context is different. Unemployment is twice as high in France than in Britain. As a result, the prospects for individual economic advancement in France seem more distant and remote. In addition, the political assumptions of French republicanism tend to deny the in-

volvement of voluntary groups and the private sector in favour of official committees. They also tend to favour a greater degree of centralisation on the details of policy, notably about the desirability of mass demolition. Policy in both countries aims to ensure that public services are closer to residents. However, proximity in France places greater emphasis on physical access whereas proximity in Britain is more frequently about the promotion of resident involvement in decision making. Policy in Britain also involves key decision-makers, the police and private sector agencies, that are absent from local policy debates in France. Urban policy has been the subject of soul searching by French practitioners and policy makers in the past few years. Much of the comparative work has focused on US practice and have involved a distinction between bottom up (US) and top down (French) approaches (Donzelot, 2003: Kirszbaum, 2000). The bottom up versus top down distinction ignores the role of the welfare state, however and as a result does not fit easily into comparisons of practice within Europe, including Anglo-French comparisons. Within Europe, the most appropriate model is that of multi-scalar or multi-level intervention, rather than either top-down or bottom up (Brenner 2004). Soul searching in France has been intensified by the disturbances that took place in late October and November 2005. The disturbances had numerous causes. It is possible that, in the absence of a targeted urban policy, the disturbances would have been more frequent and more intense. France is not the only the country to experience urban riots. The French experience nevertheless shows the weakness of urban policy in the face of structural economic constraints and an unresponsive state apparatus.

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SUSTAINABLE URBAN REGENERATION: BALTIMORE EXPERIENCE IN REBUILDING MIXED INCOME COMMUNITIES

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Most contemporary western cities have been experiencing urban decay conditions. Together with de-industrialization processes, some other reasons can be generically identified in the deterioration of urban environment and consequent lack of attractiveness. Yet, the resulting urban effects in Europe and in US are quite dissimilar, as the US cities have been particularly affected in their downtowns.

Baltimore offers an interesting example of the effects of these dynamics: the birth of suburbia and the progressive growth in poverty concentration in some downtown neighbourhoods. Here, social problems vary from high rates of drug abuse, poverty, joblessness, to violent crime. Furthermore, this overlapping of issues reinforced each other over the years, making the resulting effects even more difficult to manage.

From this dramatic urban situation, new attention has been given to the regeneration of these disadvantaged areas based on diluting problems and relocating people. The answer seems to be found in the rise of interest in rebuilding mixed income communities which finds some similarities with the UK experience. The purpose of this paper is firstly to explore – through a qualitative approach - how these social aspects of sustainability can be effectively integrated into regeneration practice and secondly to derive some insights from the British broader community model in terms of inclusiveness and definition of aims.

This paper will report results from a wider research project carried out on urban regeneration at The Johns Hopkins University's Institute of Policy Studies (IPS). The work has involved resources from an Italian foundation 'Compagnia di San Paolo' and experiences developed during my PhD at the Politecnico of Milano (Italy) on urban regeneration in Great Britain. The relevance of these issues consists firstly in exploring how these new tendencies in rediscovering the role of communities can effectively regenerate disadvantaged areas. Secondly, the paper will be carried out within an international perspective of analysis.

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AN EXPLORATION OF LIKELY BARRIERS TO CREATING SUSTAINABLE MIXED INCOME COMMUNITIES IN BRITAIN

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Against the background of the marginalisation of many British housing estates managed by local authorities and housing associations, concerns about concentrations of poverty, deprivation and unemployment on these estates and the impact that this may have on future generations, the British government has turned its attention to ways of establishing more mixed communities on the basis that these communities are likely to be more economically and socially sustainable. The notion that poorer people will benefit from proximity to the better-off both in terms of improved local services and beneficial role models underlies this policy approach. As a result, a key objective in recent British urban and housing policy has been to encourage the creation of mixed income communities in new housing developments and on existing housing estates. The mechanisms by which this policy is implemented are the use of planning guidelines that require low rent housing to be included in new private housing developments, and funding mechanisms that encourage the development of private housing on vacant land in existing public housing estates. Most of these recent schemes have also involved some attention to the infrastructure in order to reduce the isolation of developments, and the development of retail and leisure facilities.

This paper draws upon research carried out for the Joseph Rowntree Foundation to produce a good practice guide for developing sustainable mixed income communities which examined nine such developments at different stages in the development process.

Using the case study material, the paper examines the parameters of the national and local vision for new mixed communities in England and Scotland, assesses the different approaches to mixed tenure being adopted in these schemes, and explores the likely barriers to the successful implementation of sustainable mixed income communities.

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TOWARD HABITAT DIVERSITY:REVALUATING UNIVERSITY-STAFF-RESIDENCES IN METROPOLIS SHANGHAI

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University-staff-residences, administratively allocated through state budgets after 1949, were a unique type of residence under the socialist welfare housing system in Chinese big cities. University-staff-residences are always different from those native residences in population and cultural structure and lifestyle patterns.

However, university-staff-residences have witnessed a series of significant changes since 1990s. The most important shift is the reform of national housing system and the succeeding market oriented housing boom. Along with natural decline in material space and lag in housing standard, university-staff-residences are facing serious downgrade. Another important trend is that the roles of university as research, innovation and international communication centers are strengthened, besides the educational function. Meanwhile, plenty of small companies accumulate surrounding the universities. With increasing income, many staff (knowledge elites) move to newly built residences or better locations, leaving quite a number of vacant housing. Another aspect is the reform of university logistic supports, permitting students to live out of dormitory. Also, workers from small companies need to settle down near the campus. Those vacant housing are ready to rent to them.

Thus, the increasing newcomers gradually change the population structure of university-staff-residences. Contemporary residents are consisted of the past elites (old retired staff) or their families, the future elite (upper grade students, graduate students, also foreign students) and young middle- or under-class workers of service jobs.

Though in ecological perspectives, heterogeneity and diversity may means richness and stability, social differences sometimes cause resistance in a particular habitat. The process toward diversity somewhat means decline of living quality and social networks. As a preoccupied understanding by original residents, "new incomers" are believed to be impolite, rushed, suspicious and unsafe to get to know. In contrast to this, newcomers are more frank and open. But the daily behavior of the latter may actually be out of tune with the former environments.

Focused on the contemporary life of university-staff-residences in Metropolis Shanghai, this paper reexamines the effect of population diversity on living quality, and the interconnection of habitat diversity with living quality. Actually, in the process of "trickle down", the influence of habitat diversity is large and complicated. Based upon a series of investigations and statistics of university-staff-residence cases, analyses show that, among all social considerations, education and income gaps are the most determinant factors contributing to the dissatisfaction with habitat diversity.

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SUSTAINABLE CONSTRUCTION IN THE MEXICAN HOUSING MARKET

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What does the "green building" movement have to offer urban residents in Mexico? The advocates of high-performance building construction in the developed countries are actively exporting their paradigm of sustainable development to the global marketplace. These ideas and strategies, however, are deeply rooted in the legal and institutional frameworks of their originating countries. This paper examines the application of foreign conceptions of sustainable construction within the local experience of addressing environmental challenges in order to understand how it may reframe strategies to provide low-cost housing in Mexico.

"Green building" describes a set of design and construction strategies formulated to minimize negative environmental impacts while maximizing occupant comfort. In the United States, efforts to improve the environmental performance of buildings have generated two complimentary approaches: voluntary certification and revision of building codes. The certification approach targets "market transformation" through voluntary adoption of "green building" by early-adopters and best-of-class developers. The building code approach attempts to "raise the bar" through improving minimum performance standards within the existing regulatory framework. Both approaches depend on the market characteristics and the regulatory framework of the US real estate development industry.

In contrast to the experience in the US and other developed countries, much of the building activity in the developing countries of Latin America takes place outside of governmental regulation and oversight, and beyond the reach of formal-sector development companies. That two thirds of existing housing and more than half of new housing is self-built (Schuetz 2004) presents a particular challenge for the direct application of developed-world "green building" approaches. Strategies to encourage sustainable construction by changing developer behavior, whether voluntary or regulatory, would seem to have little impact on the housing market as a whole.

Despite this, both voluntary certification and building code reform are gaining a foothold in addressing the quality of residential construction in Mexico. An example of the voluntary certification strategy is embodied in the NGO Consejo Mexicano de Edificación Sustentable (CMES). In 2005, CMES announced the intention to pursue "greening" the housing market. The second tendency, to improve the building code, is embodied in the adoption in 2005 of the Código de Edificación de Vivienda (Residential Building Code), which is intended to be adopted and applied by state and local governments.

Through interviews with builders, funders, and policy-makers in Mexico City, I explore: How are international ideas and standards of sustainable construction being modified to respond to the local institutional, economic, and regulatory conditions of Mexico? What lessons can be drawn from the Mexican experience for the international planning community?

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"THERE IS NO-ONE THERE AT THE MOMENT!": REDEVELOPMENT, COMMUNITY CONSULTATION AND THE 'CANYONISATION' OF THE THAMES.

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It has already been several years since the Urban Task Force report and the Sustainable Communities Plan elaborated on the principles on which the production of urban environments in the UK should be based.

What are the effects that such a fundamental change in government policy has on how the built environment is produced? Can the planning system cope with these new requirements, especially in terms of community consultation? The new configurations of spaces that the government calls for, require new configurations of development actors, new skills, strategies and new approaches to managing risk. Most mixed use redevelopment schemes require a long term engagement. They are phased developments whose planning permission usually allows for a high degree of flexibility. The new breed of 'developers-regenerators' have adapted their approach to accommodate for this constant redesign and renegotiation of a project. It is not by accident that we live in an era of partnerships.

At a discourse level, PDL sites are seen as empty spaces, ripe for redevelopment according to the principles of sustainability. A pro-development consensus has been shaped which makes opposing PDL redevelopment a difficult task. The fact is however that usually PDL sites are at least partially in use and are surrounded by local communities. Their redevelopment means that part or all of these uses and communities will be replaced and certainly a large new element of users and residents will be inserted gradually, in a period of several years. Although the development might take several years to complete, residents and users may move in after a certain stage, thus in principle, any furher development should take their views into account too.

Community consultation processes are usually not taking these social dynamics into consideration. In the case of riverfront development along the Thames, high density developments with tall buildings relatively close to the riverbanks are inserted into a pre-existing fabric of light (or not so light) industrial or warehouse uses. The new developments have their 'backs turned' on the neighbouring communities, relatively impermeable thus cutting off river access. The riverside may become a 'Canyon' both in social and in physical terms.

This paper will use data published by the ODPM and other sources to highlight the changes happening in the housebuilding industry and its products in terms of densities and types of dwellings built. It will also draw upon material collected from case studies of riverfront developments along the Thames. These will help demonstrate how the consultation process as it is institutionalised at present, was influenced by the pro-development consensus and thus provided little feedback about the needs and aspirations of both the existing and the newly arriving communities. This in turn poses certain limitations on the 'sustainability' of these developments.

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SPACE, SKILL AND RACE/ETHNICITY: INTRA-METROPOLITAN GEOGRAPHY OF MINORITY AND IMMIGRANT YOUTH EMPLOYMENT

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A long tradition of research starting with Kain (1968) has explored the discrepancy between the residential concentration of minority in central cities and growth of low-skill and semi-skill jobs in suburban areas – "Spatial Mismatch Hypothesis". According to this line of research, space constitutes a barrier to the labor market well-being of inner-city residents. With the continued inflow of immigrants to large U.S. metropolitan areas and the rapid entry of second-generation immigrant youth into the labor force, there arises growing interest in immigrants' economic mobility and labor market performance. Two themes are evident in this discussion. One is the labor economists' focus on the human capital quality and skill set of immigrants to the U.S. and their changing trends over time. The other is sociologists' emphasis on the role of social capital and social networks and the ethnic economy in ethnic minorities' and immigrants' job search process. In sum, these three strands of literature bring up the different forces of space, skill and race/ethnicity that affect minorities and immigrants' labor market performance. For low-skilled workers in particular, space and skill work against their employment status whereas ethnic capital works for it. But taken together, how these factors interact and confound each other and what effect do they have for different racial and ethnic groups is not adequately explored.

A central question of this paper is to decompose the confounding effects of space, skill, and race/ethnicity in explaining minority and immigrant youth's intra-metropolitan and inter-group employment differentials and what's more, to possibly explore the distinctive labor market behaviors of immigrants that are associated with their residential patterns, social attributes and cultural traditions. This research will focus on the three metropolitan areas of Chicago, Los Angeles and Washington, D.C. While these three metropolises all boast relatively large minority and/or immigrant population and rich geographic heterogeneity suitable for this research question, they are also very different in many terms as representative of the nation's urban landscape. This research will mainly employ the 5-percent Public Use Microdata Sample (PUMS) files of the 1990 and 2000 decennial censuses, coupled with other datasets. Quantitative analysis and GIS techniques will be adopted to examine the proposed question. This paper bears special importance to planning and policy initiatives in community and economic development. Understanding what factors affect the future economic performance of youth will help direct resources to targeted efforts of today.

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IMPACT OF URBAN TOURISM TO TRADITIONAL SPANISH-COLONIAL HOUSINGS

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Latin America consists of a large group of countries that possess characteristics of cultural identity in common, and one of these are the Historic Urban Centers (HUC) considered as the urban origins in the creation of Spanish towns from 16th century. They represent one of the most important heritage resources from the Latin American continent recognized by the UNESCO World Heritage Convention. But today, many of these areas are physically damaged or destroyed by the impact of the urban development that follows modernization in societies everywhere. However, due to their historical and cultural value, the tourism industry has provoked an increasing importance for the rehabilitation of the HUCs where they remain and also represents a potential driving force in the socio-economic development.

Consequently, the central theme of this study is focused on the physical impact of the socio-economic development on the urban environment of HUCs. The case study is the city of Granada located in Nicaragua, Central America. The study explores Granada as an example of an old Spanish colonial town founded on 16th century that still presents until now and almost intacts with its original infrastructure. Architectural and cultural heritages as well as the natural resources are used as a means to economically and socially revitalization of the city. Houses with traditional architectural characteristics still exist and the preservation of their historical features has become important issues. Thus the relevance of this study is oriented forward the conservation of the traditional Spanish colonial housing.

Therefore, the main purpose of this paper is to identify the different physical impacts provoked by the tourist industry on the traditional Spanish-colonial housing for tourist consumption, entertainment and other facilities. The method of study consists on the analysis of the original physical characteristics of the Spanish-colonial housing located at the HUC compared with the present conditions of a selected number of houses declared as urban heritage by the municipality of Granada. The evolutionary process and types of transformations were clarified based on both of the field survey about the existing conditions of façade´s design and the interior plan arrangements and the analysis on documents and statistical data published by the national and local governments.

As a result, it was found out that the main issues on the case study of Granada are the lacking of specific guidelines for the conservation and rehabilitation of historical buildings as well as the lacking of community activities oriented to the appreciation of values from the historical context of the HUC, which is caused by the existence of various types of property owners. Therefore, in order to achieve a sustainable conservation, it is suggested to establish a future vision of socio-

economic development as a basis for the creation of guidelines, and simultaneously to involve the residents and property owners.

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AN INVESTIGATION OF "DO-IT-YOURSELF" HOME IMPROVEMENTS AMONG RESIDENTS OF FORMERLY STATE-OWNED HOUSING IN VILNIUS, LITHUANIA

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A recent survey designed and implemented by the World Health Organization (WHO) Regional Office for Europe, the Large Analysis and Review of European Housing and Health Status (LARES), provides new data on the number of households that had engaged in "do-it-yourself" home improvements within the one year period prior to December 2002 in the Eastern European capital city of Vilnius, Lithuania.

This data is of particular interest in a Lithuanian context because the majority of the housing in Vilnius had been state-owned and maintained during communism, but since the political changes approximately 95% of the housing in this capital city has been privatized. The extent to which resident-owners are now investing human and financial capital into improving their dwellings could provide an indication of the extent to which home ownership has instilled a sense of "home pride" among residents. In addition, the extent to which frequency of home improvement efforts varies across neighborhoods and housing types could yield new information on how residents of the Soviet-era `panel block´ housing estates are responding to their declining housing environment compared to residents of other housing types. Furthermore, the degree of variation in home improvements across several social dimensions (age, gender, level of education, etc.) could provide insight into the social nature of declining (or gentrifying) neighborhoods, as well as aid in identifying which social variables should be considered in the development of urban policy in Vilnius and other cities in the transitioning countries of Central and Eastern Europe and the former USSR.

In this paper I investigate whether there is differentiation across neighborhoods in Vilnius in terms of home improvement efforts and whether or not this differentiation varies based on age, gender, socio-economic status, ethnicity, level of education, whether a resident is an owner or a renter or the type of building an individual lives in.

To address this research question I use a binary logistic regression model to estimate the influence of neighborhood of residence, housing type, age, gender and education on the odds that a resident has undertaken home improvements within a twelve month period.

* This proposal is drawn from an almost completed doctoral dissertation

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RENEWAL AND UPGRADING OF OLD APARTMENT QUARTERS (OAQS) ALONG THE URBANIZATION IN HA NOI

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Old apartment quarters (OAQs) were built from 1960s to 1980s in Ha Noi. They were built in the period of state planned economy in Viet Nam and to be considered as the model of enlarging of urban in Ha Noi at the fresh point with the completed design planning .But almost of its construction was not completely built as the original design.

However, their roles have been modified together with the "renovation" policy in the 90s of the 20th century. They have been no longer expected as a good urban development in Ha Noi because of their long using age and many unconveniences, but their original goals have been playing a role as center to the development of the current urbanization process in Ha Noi. Therefore, the renewal and upgrading OAQs have not only revitalized the backward living areas but also excerted positive impacts to the sorrounding urban areas.

Being located at important locations, due to different subjective as well as objective reasons, most of them have been seriously downgraded and not able to sastify the modern desires of inhabitants. Moreover, the investment for improvement or renovation of these complexes requires a huge amount of budget which the municipal authority is not able to provide with. So the consequence have been leading to the rapid deterioration in a disordered manner and poor involvement of the public concern.

Recently, along with the policy of socialization in investment fund mobilization, a new direction for upgrading and renovation of timeworn living complexes has been launched with the calling for the capital from real-estate investors. Many plans have been prepared for the OAQs with a better vision hope.

Approaching from 2 sides: Urban spatial structure and socio-economic structure, it makes a multi directions view to answer the question: "Why are OAQs necessasry to be renewed and upgraded?" and "What are the impacts of renewing and upgrading processes?"

The OAQ 's set-up and its development is reviewed, this study makes a historical view of residential structure shaping and its roles in the process of Ha Noi urbanization.

Analyzing characters and position of OAQs in Ha Noi's master plan, this research presents their influence to relating urban area as well as the whole urban structure.

Analyzing basic theory that has been applied in original design, then comparing it to modern one with its experiences .This documentation points out the theorical reasons of backwardness and downgrading of OAQs.

The paper proposes possibilities and tools to classify the OAQs in specific cases of Ha Noi. Based on suggested criterias, the classification has been made with some recommendations of space style to each class.

Main data sources are extracted from the Report of Ha Noi People's Committee about OAQs, survey about OAQs by JICA based in Ha Noi, Master Plan of Ha Noi to 2020 and author's own data.

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AUTHENTIC COMMUNITY PARTICIPATION? EVALUATING UNIVERSITY-NEIGHBORHOOD PLANNING COLLABORATIONS IN POST-KATRINA NEW ORLEANS

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New Orleans´ neighborhoods have been the city´s greatest strength, creating a resilient and sustaining social capital that is at once the roots of New Orleans´ hyper-marketed culture yet also its most neglected institution. Ensuring that the neighborhoods of New Orleans—particularly the low-income communities—are placed at the center of the post-Katrina planning process is essential to restoring cultural and social continuity and facilitating truly democratic planning processes.

In November 2005, the United States Department of Housing and Urban Development (HUD) initiated the "Universities Rebuilding America Partnership" program (URAP) to fund partnerships between schools of urban planning, design, and architecture and local neighborhoods affected by hurricanes Katrina and Rita to develop long-range community plans. The program´s purpose is to fund schools to collaborate with—and take leadership from—local communities affected by Katrina and Rita. Yet, there is no official mandate or requirement on what that process and partnership should look like, aside from requiring a `written agreement´ from `an identified partner from within the communities affected by Katrina and Rita (or both)´ (Federal Register, Vol. 70, No. 210).

Our research focuses on evaluating the selection and development of these partnerships over their initial six-month period (grants will fund 24 months of research) ending on June 30, 2006. Our methods include content analysis of URAP applications (including both accepted and rejected applications); interviews with URAP reviewers, university representatives, and community members/leaders involved in the partnerships; assessments of the relationships among agents in the partnerships; and assessments of the correlation between goals and performance of the partnerships.

The research draws on the literature on participatory planning, community planning after disasters, community planning in New Orleans, and university-community partnerships. Similarly, the authors build on Neville´s long-term and substantive involvement in community planning in New Orleans before and since the Hurricane. This professional involvement in pre- and post-Katrina community planning helps provide comprehensive and critical insights into the effectiveness of university-community partnerships in hurricane-devastated New Orleans.

Our research takes place in the first critical few months of the 24-month grant period. The analysis and assessment of this research phase will allow us to offer findings and recommendations to the universities and community partners involved in the processes at a critical stage of their development, effectively encouraging truly community-led planning processes in New Orleans and the Gulf South. In broader terms, the findings will also contribute to expand professional and academic knowledge in the areas of community planning after disasters and university-community planning partnerships.

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HOUSING POLICIES FOR WORKERS IN CONCENTRATED INDUSTRIAL ZONES

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In the development of the country of Vietnam, Concentrated Industrial Zones have developed rapidly, especially in large cities. Approximately such 50 zones will be established by 2010 in Ho Chi Minh City and its region including Binh Duong, Dong Nai and Ba Ria – Vung Tau provinces.

Today, the labour force of concentrated industrial zones in this region is estimated as 500,000 workers which is mostly very young, 60% are under 25 years of age and only 15% have age more than 30 years old. Most of labourers are not local people, about 90% come from other provinces and regions, they live in rental housing that usually located next to industrial zones.

Due to a low salary (average US $60 per person monthly) and the fee devoting for housing is small (app. 10-15% of salary), workers in this region have to live in extremely poor quality of rental housing that is mainly built by local residents. Housing lacks of minimum facilities and infrastructure, insufficient hygienic conditions and the average living area per person is very small.

Recently, all levels of governments have discussed, proposed many proposals and paid attention to the issue of improving living conditions for workers. However they are not strong and sufficient enough to change the situation.

Proposing solutions to housing for workers in concentrated industrial zones in the whole country in general and in this region in particular is vital and emergency tasks of the Government and all sectors in Vietnam. The solutions include appropriate mechanisms, policies of housing and labour development strategies, and physical measures of improving housing conditions. Issues of housing socialization and market economy also need to be concerned in the proposals as well as the mobilization of all resources from all sectors and the support from the Government.

The paper looks at housing for workers in concentrated industrial zones in Ho Chi Minh city's region, from the investigation of existing housing quality and living conditions of workers to proposing housing policies and solutions for the region in order to improve workers' living conditions, to participate in building a sustainable development country.

Key Words: housing policies, concentrated industrial zones, Ho Chi Minh city's region.

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REMODELING AND REBUILDING OF DETACHED HOUSES IN SUBURBAN HOUSING AREA

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The life span of the houses in Japan is known to be relatively short. For example, many houses built during the high-growth era, from the mid 1950s to the early 1970s, have already been scrapped down. Using good-quality housing over a longer duration has been a key issue in the housing policy.

This study aims to investigate remodeling and rebuilding of detached houses and to analyze their effect on the life span of houses. The research area is Senri New town in Osaka, Japan, which was developed as a suburban housing area in the 1960s. Two methods of research were exploited. The first method consists in investigating by the records of the number of rebuilt houses, which were submitted to the municipal office. The second method is to conduct a questionnaire survey among the residents in detached houses about the alteration of their residences, as well as the houses and the family types.

The results are summarized as follows:

1) About 40% houses were rebuilt within 35 years after their construction; and half of rebuilt house were owned by new comer.

2) About 50% houses were extended by remodeling within 15 years after their construction. Beside, the smaller houses tend to be torn down earlier. They indicates that the houses, of which total floor average area of rooms is 56.2 square meters, were too small to function. This can be explained by the followings;

- Most of residents were 30's or 40's married couple who had or going to have two kids.
- The life style had been changed with economical growth.

3) The houses, which have a higher average number of remodeling per years and a bigger number of remodeling elements, tend to last longer. Therefore, remodeling houses can be considered as one of the most efficient method for making houses last longer.

4) Houses built with prefabricated construction in 1960s had short life span. The reason is bad quality of the construction elements. When these houses were built, the prefabricated housing industry had just started and with the growing demand of houses, quality was not a priority.

5) At the present, the number of family members tends to be small. Nowadays, after some remodelings or reconstruction, many of these big houses are used only by old couple or single person. This makes the low population density and a very specific atmosphere of the town.

the relation with your doctoral dissertation : drawn from an approved dissertation proposal

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PROGRAM OF PHYSICAL QUALIFICATION OF INFORMAL URBAN SETTLEMENTS IN VENEZUELA ¿NEW PARADIGM IN HOUSING AND COMMUNITY DEVELOPMENT?

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The treatment that traditionally urban planning has offered to the problem of housing in poor urban settlements of Venezuela has been widely questioned, for its theoretical foundations, and for its little practical effectiveness (Baldó1995; Rivas: 2004; Rodriguez: 2001). In Venezuela, looking for breaking this traditional approach, the National Council of Housing (CONAVI), at the beginning of 1999, formulated the concourse "Ideas for the Qualification of Zones of Informal Urban Settlements", later framed within the denominated Program of Qualification of Zones of Iformal Urban Settlements that comes under the Law of Housing Policy approved the same year. This program persecutes the physical integration of the poor urban settlements with the rest of the city through several actions that imply the community participation. In such sense, the objective of this investigation is the evaluation of the sociopolitical and financial viability of two of more than three hundred plans formulated under this new urban policy: the plans of qualification of the urban design units of "Las Minas", and "San Blas", both located in the city of Caracas, which present particular and comparable urban characteristics. For the analysis of sociopolitical viability we employ the Efficiency-Rejection methodology (Castellano & Giordani: 1996). The analysis of financial viability is a balance between the budgets of the financial responsible agencies for the actions, and the costs of proposed works. Whith regard to results, the study shows that in Las Minas seems to exist dissociation between the possibilities and aspirations of the community and the proposals of the plan, poor diffusion of information that may stimulate the community participation, and absence of publics agencies with capacity to finance the proposed actions. In San Blas, the plan seems to respond to the problematic of the zone, nevertheless, the community is not properly integrated neither informed to assume the challenges that the execution of the plan involves. On the other hand, the local politic context conditions the financial viability. Finally, the work identifies weaknesses and strengths of housing national policy for urban settlements and makes recommendations for its improvement. As for its contribution to the formation and the practice of the urban planners, besides to approach an experience of valuable urban policy for the comparative analysis, the work raises

in a practical way how to approach the problem of viability (analysis and construction) of urban plans through a methodological instrument specifically designed for these aims.

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STRENGTHENING THE ROLE OF HOUSING POLICY IN SUSTAINABLE DEVELOPMENT: THE CASE OF KUWAIT

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Housing policy and planning can play a critical role in the promotion of sustainable development. However, efforts to utilize housing policy for this objective are often thwarted by a narrow understanding of the motivations and dynamics of housing policy and planning, especially in the relatively new Arab Gulf nation-states. National housing policies in the Arab Gulf region largely adhere to welfare and wealth distribution principles established in the era of national independence and nation-building. Despite serious financial, natural resources, and sociopolitical constraints that threaten the efficacy and sustainability of such policies, these parasitic policies continue largely unabated. As urbanization and development pressures continue to mount in this region amidst growing land shortages and resources constraints, urban planners, and practitioners must raise public awareness over the negative implications of current trends and the need for alternative housing policies and development strategies. Thus far there has been insufficient exploration of the utility of housing policy and planning as a critical tool in promoting economic and environmental sustainability in the Arab Gulf region.

This proposal aims at exploring the links between national housing policy and planning and sustainable development in Kuwait. More specifically, it will assess the evolution of national (public) housing policy and planning in Kuwait from 1950 to 2004 and the cumulative impacts on environmental and economic sustainability. The author will also evaluate the performance of housing policy and planning both in terms of its stated and unstated objectives as well as within the framework of sustainable development. The analysis is based on prior fieldwork conducted over a decade ago, recent fieldwork (2004-2005) and analysis of primary and secondary data over three decades. Based on the analysis and on consultation with stakeholders, the author puts forth an alternative strategy that priorities economic, environmental, and sociopolitical factors that integrate government and market-based policies. Central to this strategy is an integrated approach to land grant and land use policies, financial assistance, transportation, and economic policies.

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AMERICA'S COLORFUL COLORLINE

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Drawing from the scholarship of Taeuber, Duncan, Theil, White, Massey, and Jargowsky, this research examines trends of residential settlement patterns. This research is designed to explore the elementary forms of residential differentiation with a dual emphasis on the variations of racial and economic neighborhood diversity. This research will provide answers to key questions. Where are the stable racially diverse neighborhoods? Why are these neighborhoods stable? Can policies foster racially diverse neighborhoods? Why do cities with diverse populations have highly segregated neighborhoods? How is immigration impacting neighborhood differentiation? Are racially diverse neighborhoods, economically diverse? Do cities with high racial segregation scores have high income inequality scores? This research will fill several significant gaps in the areas of racial diversity, neighborhood change, urban segregation, and neighborhood inequality. First, the research design moves beyond measuring racial diversity for two groups (e.g., white vs. black or white vs. Hispanic). America's colorline has become more colorful over the past twenty years that methods used to measure diversity and segregation needs to capture this reality. Second, this paper investigates where the growing number of stable racially diverse neighborhoods in the U.S. are located. Third, this paper will examine in detail how much of the segregation in American Cities can be attributed to class and how much can be attributed to race. By using a racial diversity index and income diversity index, I will build a typology to examine neighborhood differentiation and metropolitan differentiation. Finally, my analysis will gauge the relative importance that racial diversity and income inequality have on the general quality of life of residents in each metropolitan region in the U.S. from 1980 to 2000. My research will inform policy by: empirically testing the association between neighborhood racial diversity and neighborhood economic diversity; empirically testing the cause of neighborhood diversity as a function of economic gentrification; and empirically identifying vulnerable neighborhoods and identifying the neighborhoods that could experience tremendous social change.

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HOW DO U.S.CENTRAL CITIES MAITAIN THE CONCENTRATION OF POVERTY?: EXAMINING THE INTRA-METROPOLITAN LOCATIONAL CHOICE OF POOR HOUSEHOLDS

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The media images of Hurricane Katrina's victims in New Orleans reminded planners and policymakers of the old lingering problem in American cities: a disproportionately large number of the poor live in central cities compared to the surrounding suburbs (17% for central cities and 9% for the suburbs according to 2003 Current Population Survey). How do central cities maintain such high concentration of poverty?

Over the past decades, policy makers have implemented varisou programs to mitigate urban poverty: community and economic development programs to revitalize declining urban neighborhoods, and the housing voucher program to subsidize the poor to move to suburban locations for better social and employment opportunities.

The previous literature underlying these urban programs focused almost exclusively on the "static" central-city poor population and the barriers to their suburbanization, such as racial discrimination and a shortage of affordable housing in suburban areas (2,4). Little attention has been paid to the "mobile" poor who continue to settle into central cities—the population dynamics that might be offsetting the public efforts to reduce central-city poverty.

In recent years, the "back-to-city" movement has stimulated scholars to examine the intra-metropolitan movement of households and their demographic characteristics, finding the general tendency of poor households to relocate to central cities compared to wealthy households (1,3). However, their studies are rather descriptive portraits of intra-metropolitan movers and do not focus on examining the migration behavior of poor households to central cities.

This study relies on the 1990 and 2000 U.S Census Public Use Microdata Samples to examine the intra-metropolitan locational behavior of poor mover households in 26 cities and the suburbs available in the data sets, including such major cities as Baltimore, Boston, New Orleans, New York, Philadelphia and San Francisco. The major research questions addressed in the study are: (1) are poor mover households more likely to relocate to central cities than rich mover households?; (2) which cities are attracting more poor households than other cities? ; (3) Have the trends changed from 1990 to 2000?; and (4) how do demographic and metropolitan characteristics affect the locational decision of poor households?

The study first relies descriptive statistics to develop a general understanding of the recent trends of in-migration into central cities. Building on the results of the descriptive analysis, the study uses logistic regression to analyze the importance of income factor in explaining in-migration to central cities while controlling for other demographic and metropolitan characteristics.

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A FRAMEWORK FOR SUSTAINABLE HOUSING DEVELOPMENT IN THE UNITED STATES

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Central Theme:

The United States has over 76 million residential structures. My research and literature review clearly indicates that this housing has not been built in a sustainable fashion. The research question is - how do we build more sustainable housing in the U.S.?

Approach and Methodology:

My research looks to promote the development of sustainable housing in the United States, by clarifying its definition, using a set of broad and holistic principles as a guideline and measure. My research includes interviews with key housing experts/informants, as well as case studies of two real life examples of housing development to be evaluated by my sustainable housing framework.

Relevance:

The development of housing is a significant focus of planning education, practice, and scholarship. Planning for sustainable housing is complicated by the lack of a clear definition of what is actually meant by sustainable housing. Many researchers have focused on the environmental aspects of sustainability, while others have recently expanded the definitions to include, economic, social, and cultural dimensions (Bhatti, 2000, Chiu, 2003, Chiu, 2004). My research will attempt to clarify what sustainable housing is within the United States context.

Related to the above definitional challenge, is the lack of an analytical tool and framework to understand and evaluate the multidimensional aspects of housing and sustainability. However, because of the social and cultural significance of housing we need more than the standard academic tool for examination and assessment. What is needed is a holistic set of principles for sustainable housing that can also be a guideline for planners, as well as a tool for understanding and evaluation. Consequently, we lack an effective analytical framework that encompasses a set of holistic principles that reflects the social, cultural, economic, and environmental dimensions of sustainable housing development in the U.S. While work has begun in other countries to develop a framework (Bhatti, 2000,, Chiu, 2003, Chiu, 2004, Thorns, 2004), an effort to create such a tool and guide has been absent within the United States. The creation of this analytical tool is crucial if we want to promote more sustainable housing development in the U.S.

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Data Sources:

Literature and documentation reviews, interviews, archival records, direct observations.

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LOOKING AT THE COMMUNITY DEVELOPMENT STRATEGIES IN THE UNITED STATES: THE FRENCH EXPERIENCE SINCE THE 1990S.

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The French experience in the study of community development and urban revitalization in distressed neighborhoods in the United States has been recently largely motivated by questions raised primarily in France in relation to urban policies and political action in the city. Since the Politique de la Ville, a national policy in favor of urban revitalization in poor neighborhoods at the end of the eighties, the political orientation aimed for a more participative action in the city and a less top down strategy looking for alternative planning tools. Also the emergence of new concerns such as security issues, urban segregation and poor neighborhoods were bridging the spatial and social relationships into one main problem to be resolved.

The analysis of community action and development in the United States in a transatlantic perspective became a tool to solve the existing urban problems or finding answers and at the same time explain the conditions using new words and notions.

The questions we would like to address are the following:

What are the reasons that pushed French scientists and planners to cross the Atlantic? How did the study of community development become a tool to revise the French urban policies?

To respond to those questions we would like to raise the problematic aspect of the cross-national comparison made in the scientific field fragmented between various disciplines. We will see that to clarify the knowledge of community development and the urban policies in the two countries the comparison methodology implicates the construction of a balance between similarities and differences as well as it involves multiple conceptual representations on what the practices are on both sides of the Atlantic. At the same time we will explore the uses of such importation of practices and notions within the planning discourse of the Politique de la Ville and the French urban policies. To do so we will explore recent French works in the field of sociology, urban planning, geography and politics. We will focus on the work of Jacques Donzelot and Marie-Helene Bacque as the main French stakeholders and advocates of the American community 'world'.

Finally we will show through those scientific works recently published or in process how Boston became a place of representation of what 'are' the American practices and urban issues in relation to the ones existing in the French context.

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FAMILIES' ACCESS TO HOUSING FOUR DECADES LATER: SELF-HELP HOUSING AND UPGRADING LESSONS FROM A SQUATTER COMMUNITY IN LIMA

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Forty five years ago, the community of Independencia was founded in Lima, Peru after a land invasion. It is one of the oldest settlements in Lima's Northern Cone and a good example of the second ring of informal development. Upgraded by the community itself and later recognized by the government as a district, Independencia became part of a nation-wide Regularization Project sponsored by the national government and the World Bank. Its earliest years were extensively documented by Turner, Caminos and Steffian (1969). Their work served as a point of departure for this study which looks at Independencia's development throughout its 45-year history.

This paper examines: 1) which factors have influenced housing investments; 2) how policies created to support housing have benefited families; and 3) how the incremental nature of self-help has worked and whether it still meets families' housing needs.

Most of the literature on squatter communities has looked at them at one point in time, usually early in their life. This paper provides evidence that evaluating the development of squatter settlements needs a long-term perspective partly due to the incremental nature of progressive self-managed development.

The main data source comes from: 1) extensive interviews with 3 generations of settlers in 31 households and 2) detailed housing surveys about the development of the dwelling(s), both to collect information about changes over time. In most cases, there is a direct relationship between housing and family trajectories since these communities experience little housing mobility. Most families also started in similar conditions at the same time.

The housing and family trajectories developed for this paper provide detailed information about Independencia's self-help housing process, how housing investments were made, and what factors contributed. The paper provides evidence that policy makers should address self-help housing as a process rather than a product. Housing policies intended to support self-help housing, usually address immediate housing needs without anticipating long-term family (multi-generational) needs and have not influenced housing investments and development as predicted.

This paper is important to the planning practice because it not only contributes to an understanding of the development of settlements and communities, but also looks at alternative policies for housing provision. At the city level, the current model to access housing emphasizes land access but this model is not sustainable. Regeneration and revitalization strategies for communities like Independencia need to build on the investments that families (houses) and governments (infrastructure) have already made to create new housing opportunities for younger generations.

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IS WALK-UP APARTMENT A GOOD OPTION FOR HOUSING THE URBAN POOR IN DEVELOPING COUNTRIES? CASE STUDY OF KEMAYORAN WALK-UP APARTMENT IN JAKARTA, INDONESIA

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A substantial proportion of people in developing countries are struggling to have a better place for living, many of them are still living in slums or squatters in inner city close to their jobs. One of the options taken by some governments is, by utilising land readjustment technique; resettle them in low-cost housing in the form of walk-up apartment with a rental as well as ownership scheme. Some scholars argue that with walk-up apartment the poor can be resettled close to their source of income and that the use of the expensive land is efficient.

In Jakarta, with the same reasons, the government resettled the poor from a squatter area in Kemayoran into walk up apartment in the same site. However, after more than a decade it is noticed that some of the ownership rights of the unit in the walk-up apartment have been changed over to higher income group.

Using investigation research to find where and what is the present housing condition of the house-hold who have moved, study in Kemayoran walk-up apartment revealed that those who transferred their ownership right of the unit to higher income group have moved to slum areas nearby simply because living in walk-up apartment is still too expensive for them and that the unit are now have an exchange value which offer profit for the poor. The poor who usually work in the informal sector and who have more then four persons in the household could not afford to pay the cost of the unit´s maintenance. Meanwhile the price of the unit keep increasing because of the strategic location attracts younger and better off group to buy the unit as their second home. This condition force the poor to sell or re rent the unit to higher income group.

It is therefore argued that without proper regulation, sufficient subsidy, and more importantly, economic and social empowerment to the poor, the idea of walk-up apartment for housing the poor will not sustain in the long term.

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PUBLIC SPACES IN SINGAPORE HIGH-RISE LIVING

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Using empirical data from Singapore, this paper examines the development and usage of public spaces in high-rise living. In particular, issue is with how these spaces have brought nature, social and recreational opportunities to residents in the high-rise environment, and enhanced their quality of life. It will draw on data from on-site observation and interviews with residents in high-rises, including children, to situate the role and function of public spaces in those residents' daily life. To what extent is the range of public spaces—precinct gardens, neighbourhood parks, rooftop gardens, etc—in the high-rise environment being used? Does residents' floor level have any influence on their usage pattern? What benefits do local residents perceive? To what extent do these spaces enhance community development? How do these data compare with international findings on urban greenery in residential environment? As Pynoos et al have long suggested, 'When households consume 'housing', they purchase or rent more than the dwelling unit and its characteristics; they are also concerned with such diverse factors as health neighbourhood and social relations, status, community facilities and services ' Increasingly, many others have argued for facilities provision to enhance the quality and liveability of high-rise. A review of the literature indicates that despite initial negative comments, especially that it was an unhealthy living environment for families and children , high-rise living is fast becoming an alternative option in many inner city redevelopments under the current narrative of urban sustainability. Singapore with its decades-old tradition of building ever-taller housing for a broadening segment of population therefore offer source-ground for closer analysis to augment our understanding of the liveability of high-rise public housing.

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NEIGHBORHOOD RENEWAL: WORK UNIT-BUILDING COMMUNITY REGENERATION IN SHANGHAI

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With the transformation of China's planned economic system to market-oriented economic system, rapid socioeconomic re-stratification and community re-building have resulted in the creation of new physical and power spaces of urban communities in China. During this period, people's welfare belongings have transferred from Danwei(Work Unit) back to local community. Series of social problems appeared, while the immature system suddenly has to play a major role in providing

all-around cares and service, which was the responsibility of Danwei before.

Based on field research and planning practices conducted between 2001 and 2005, firstly, In applying the framework to two Shanghai Baoshan(steel base in China, one of the most important national enterprises) cases related to Work Unit-building community regeneration, this paper examines the transfer impacts of community re-building practices. Secondly, this paper is to seek a pragmatic method of community planning, through which under an undemocratic system the local issues and needs could be thoroughly understood and addressed. The author selected these strategies because the structure of China (especially in Shanghai) was on her rapid urbanization and socioeconomic transformation. In light of the tendency of further social reform in China, the local community will be continually in the dilemma of "bureaucratic administration"(planned economic system of China) and "civilized governance" for a certain period. If planners want to make tactical choices, which in turn really benefit the people, it is necessary to review the social changes and planning efforts against the social demands, so as to improve the method of community planning.

My work is relevant to planning practice and research in Shanghai, China. And the key data source is from the case investigation and questionnaire.

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TRACK 4: Gender, Ethnicity, Identity and Social Equity

PLANNING AND WOMEN'S PERSPECTIVES AND PRACTICES: A NECESSARY UNION

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The history of Urban and Regional Planning shows the discipline has evolved from a physically-oriented model, politically repressive and economically regressive, into a more multidisciplinary, participatory and redistributive model over the XXth century; it also reveals that the discipline evolution has been markedly influenced by social movements, and particularly, feminist movements. This essay analyzes women's experiences meaning and importance for Planning as it argues for the insertion of their perspective at the discipline basis. While it parallels the current feminist quest regarding the insertion of gender issues in all public policies' themes and concerns, it takes a somewhat different stand when it argues for the absorption of the gender-oriented thought as well as women's practices by the foundations of the Planning discipline, in order to bring contemporary Planning closer to the vision of an all-encompassing quality of life in our societies.

The essay briefly discusses the concepts of modernity and progress while reviewing the history of women inclusion in modern societies, in an attempt to shed light on the history of such inclusion in contemporary Brazil. Parallel to the gender issue, it discusses the evolution of Urban and Regional Planning concepts and practices worldwide to narrow the discussion again to the Brazilian case; it then analyzes the gender perspective meaning to Planning and argues for their union. It finally presents a number of qualitative accounts of women activities and perspectives in Belo Horizonte, Brazil, which corroborate the theoretical argument. The interviewed women are leaders who have been successful in building a different society through their participation in social movements, in the Popular City Council, in the Participatory Budget, as well as in land ownership and housing related issues.

This work makes an account of historic and contemporary women practices and perspectives in an underdeveloped country, attempting to show the pressing need to incorporate a gender agenda into the foundations of Planning theory and practices, and thus bring a more humanitarian, socially responsive, diverse, and universal order to the making of our cities and nations.

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MODELS OF DEMOCRACY AND PARTICIPATION STRATEGIES: INVOLVING EXCLUDED COMMUNITIES IN THE PLANNING PROCESS

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Participation has become a buzz-word in the delivery of public services, as governments attempt to involve citizens in decision-making through processes of consultation and engagement (Albrechts, 2002). This paper addresses the issue of community participation in the context of the English planning system, which has recently been restructured to focus more sharply on integrating communities, and more specifically engaging 'disadvantaged' groups in the planning process. In particular, this paper aims to explore the relationship between the involvement of 'disadvantaged' citizens and opposing models of democratic involvement. As Thomas (1996) points out, the link between models of democracy and strategies of involvement is relatively under-explored. This paper aims to counter this by looking at how useful a framework based on different models of democracy is in understanding and theorising patterns of inclusion and exclusion in participation.

These research interests are particularly relevant to the UK context, where the notion of stakeholder democracy has been seen as a major influence on public policy (Stoker, 2004). In addition it can be argued that collaborative planning (Healey, 1997) provides the theoretical underpinning for current policy and practice. While some see this as providing the basis for an open and participatory planning system (Innes & Booher, 2004), others have suggested that this interpretation fails to take account of existing structures of power and inequality, and their influence on decision-making in the planning process (Sandercock, 1998). Deeply embedded power relations continue to act as barriers to the engagement of excluded groups, preventing equality of involvement in, and influence on, the planning process. This paper will explore these issues, looking at whether increasing participation within the planning system does indeed support collaborative planning and participatory democracy, or whether deep-seated barriers continue to prevent truly open involvement and engagement in the planning system. It will also suggest how a model of participation based on other theories of democratic involvement might look.

The paper draws upon on-going research into Planning Aid in England, a programme that aims to increase involvement of disadvantaged citizens and groups in the planning system, and which has been recently funded by Government as one of the ways of achieving its aims for the revised planning system. Using interviews with local stakeholders and community groups, the research highlights the challenges and barriers to participation, and the potential reasons for this, comparing the model of participation adopted through legislation, with the model adopted through practice on the ground. Setting the findings within the wider theoretical literature on participation, the paper contributes to our understanding of participatory democracy in the planning context, discussing the relevance of different models of democracy to wider community engagement in the planning system.

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APPROXIMATING QUALITATIVE RESEARCH WITHIN IMPERFECT SITUATIONS: HAMMERING THE EMPIRICAL NAIL WITH A WRENCH

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It is extremely rare for planners to have perfect research conditions to carry out qualitative research projects. Time is the most pressing limitation that prevents planners from even thinking about persuing a qualitative research project. Facing a small window of "research time", planners take to quantiative research methods which more often than not can be executed in a shorter period of time. For example, it is faster for a planner to conduct a census analysis using numeric data available on the internet than to physically go out to the community and see who and in what conditions the community actually is. Time constraint is one research limitation that draws planners to quantiative research strategies away from quantiative research strategies.

This paper discusses emperically defendable stratgeis on how planners can adjust their qualitative research projects (focus group research, photographic investigations, and, field research) in a shorter (less desireable) time frame.

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GENDER MAINSTREAMING IN POORLY DEVELOPED REGIONS – INNOVATIVE PROJECTS FROM AUSTRIA

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In 1999 the European Union declared with the treaty of Amsterdam gender mainstreaming as a main goal of their politics. Furthermore this cross-sectional matter was implemented in the structural funds for regional development – a major field for financing projects in poorly developed regions. In Austria the attempts to implement the gender mainstreaming strategy on the national and regional level started in the mid 90ies. Yet however especially in the poorly developed regions the situation has not really changed. At present gender mainstreaming in Austria´s poorly developed regions is still rather anchorless and hasn´t a strong influence neither in development projects nor on the decision making. Nevertheless there is evidence of innovative practises in Austria.

The paper answers the question why the implementation of gender mainstreaming in Austria´s poorly developed regions is so difficult. The challenges, barriers and needs are:

- How to sell the topic: The strategy of gender mainstreaming is difficult to communicate especially in poorly developed regions. The obstacles are vari-

ous like f. e. there is no appropriate translation into German, it´s still identified as a feminist topic, everybody heard about it without knowing the details. Dealing with this topic in poorly developed regions needs careful information strategies.

- Unused development potential "women": Women´s contribution to the regional development is significant, but they are a minority in decision-making and planning. As the global competition for regions becomes tighter the regions need all resources for a successful development. By using the knowledge, multi-skills and workforce of women for regional development the living conditions will be improved.
- Top down versus bottom up: Poorly developed regions in Austria strongly rely on the concept of endogenous regional development, which grounds on bottom up processes. To ensure sustainability the top down strategy gender mainstreaming must be anchored in regional bottom up processes.
- Decision makers and regional politics: Public life in poorly developed regions is traditionally dominated by men like the community politic or clubs, regular´s tables, festivities and many more. So still it´s much easier for men to protect their interests and to participate in the decision making process even if they spent less time in the region than women. The role of women in regional politics needs to be strengthened.
- Topics, topics, topics: Gender mainstreaming needs to be an important cross-sectional matter in every regional development project. Presently the knowledge about the surplus for projects is far off mainstream. By connecting with all topics in regional development gender mainstreaming can easily positioned.
- Finally it´s all about money: Currently a lot of public money is spend on gender mainstreaming projects more on the federal than on the regional and local level. Special funds for projects supporting equal opportunities would contribute to sustainable regional development.

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GROUNDING THEORY: DEVELOPING NEW THEORY ON INTERGENERATIONAL PARTICIPATION

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The HOPE VI program requires that public housing tenants work with housing officials to develop plans for the revitalization of distressed public housing communities. Through my dissertation research, I sought to explore this participatory process at the McDaniel Glenn Housing Complex in Atlanta, Georgia. While not demographically dissimilar to other such communities in the US in terms of race, crime, and unemployment, the residents of McDaniel Glenn proved themselves to be quite unique in developing an intergenerational planning committee to govern plans for the rehabilitation of the community. I sought to understand why this particular community had sought to engage young people so actively in a planning process which is typically relegated to adult members of public housing communities.

The research design for this study underwent many revisions before data collection efforts commenced. It began as a qualitative case study of a unique

planning process involving youth and adults as members of an intergenerational planning committee. What emerged was a rich study driven by the methodological tenants of grounded theory. By employing this research methodology, I was able to examine the participatory process, its participants, and the effects of participation on the social well being of those who participated. In the absence of such an open research methodology, the results of this study would have been limited and inconclusive.

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FAITH-BASED ETHNIC COMMUNITIES: PROCESS OF INTEGRATION OR EXCLUSION

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Faith-based ethnic communities are growing in or near metropolitan areas across Canada, most notably in the Greater Toronto Area. Such residential communities are a type of ethnic enclave that develop around places of worship and are inhabited predominantly by congregants of one faith who may or may not be of a single ethnic origin. Although still in existence across North America, such "parish-like" religious communities were more common around Catholic and Protestant churches up until the first half of the last century. In the last fifty years or so, improved transportation and greater freedom of choice in religious matters have led to the decline in faith-based communities. Recently, however, we have seen their resurgence, mainly among ethnic groups and the followers of `new' religions. These communities are restructuring and redefining the metropolitan geography in a significant way. The implication of religion as an idiom of the formation of new neighbourhoods has never been studied in planning and geography.

Literature on how faith-based ethnic communities evolve and how they integrate or segregate their members is sparse. In the absence of any systematic studies, this research embarks on an investigation of a number of questions. What are the internal structure and characteristics of faith-based ethnic communities? What social and personal considerations draw people together to faith-based communities in this modern age? What are the processes of the formation of faith communities as local concentrations? Are these communities sites of spatial and social segregation? In addition, it explores how local municipalities deal with the growth of such communities, which is often contrary to the usual municipal planning practice. The study focuses on several ethnic communities of five major religions in Canada: Islam, Hinduism, Sikhism, Catholicism and Judaism. The data is collected from municipal property records, the 2001 census, and individual and focus group interviews with residents and key informants such as ethno-religious leaders and elected officials.

The preliminary analysis shows that faith-based communities are not socially introverted communities; however, they appear to introduce discontinuity in the current urban fabric. The focus groups of residents of the two study areas yielded mixed results. Residents stated that they moved to these neighbourhoods because of spiritual reasons so that they can visit the place of worship more often. Another oft-cited reason was to shelter their children from acquiring western habits, which they considered unhealthy and immoral.

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THEORETICAL APPROACHES FOR THE CONSTRUCTION OF THE TERRITORIAL IDENTITY IN A MULTI-CULTURAL CONTEXT: VARIATIONS OF URBAN TEMPORALITIES AND URBAN HERITAGE.

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I recently started working on my PhD thesis on "Construction of the territorial identity in a multi-cultural context". It is embedded in the co-tutelle program between Mexico and France. This paper documents the first part of my research. It is organized as follows: First, I introduce the main problems of my thesis. Then, I present a case study of Mexico City particularly regarding the problem of defining only one urban identity in a multi-cultural context. Finally, I summarize the contents of my paper.

Problems of the thesis

The starting point of my thesis is the globalization as a phenomenon stimulating new urban planning approaches (Bouinot, 2002) combining global and local values and scales. The new planning processes emphasize the role of the urban project as a global view of a territory and its future (Ingallina, 2001) in order to improve its attractiveness. As a result, the politics based on the project approaches aim to find the main values of a territory in order to define its identity. Therefore, it is necessary to establish the different values of a territory for all inhabitants. That is, its identity at present and possible identities in the future. What can be the new identity of this territory combining some past values and the new ones inspired more and more by a multi-ethnic society (Roncayolo, 1997)? How can the city, in its urban shape and space, take into account the problem of identity in this complex context of fragmented society?

The case study

I analyze the way in which cultural heritage can assist urban development in fragmented cities. In Mexico City not all people share the same urban heritage. This possibly creates some conflicts. Urban heritage is not recognized as a whole,

reflecting the same values for everybody. Starting by the hypothesis that urban heritage is composed of the main identity values (Giovannoni, 1998) and taking into account the case of Mexico City, defining the urban identity is a very complex task. This paper proposes a new approach to meet this challenge.

Contents of the paper

The transformation and evolution of cities have various "rhythms" (Roncayolo, 2002) also referred to as temporalities. Temporality is a "sedimentation" process of different strata which labels the city at every moment. This paper introduces a new interpretation of the concept of urban temporality. In this approach city is conceived as a cumulative phenomenon of experiences that induces different identities over time. This change combines the different values and meanings given to the urban heritage. It seems appropriate to regard several identities of certain moments and territories instead of only a global one. Applying the new interpretation of temporality, I analyze the relations between it and the two existing concepts of urban heritage and urban form. This enables the definition of urban identities in a multi-cultural context.

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MEASURING POVERTY AS A PROXY FOR NEED: COULD WE DO BETTER?

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This paper evaluates the conceptual basis of a central tool of social equity planning: measures of social need. We compare the measures used in the United States, Britain (including its regional governments), and Canada, all similar types of "corporatist" welfare states (Rothstein and Steinmo 2002). The paper aims to identify the strengths and weaknesses of the different approaches, and to investigate the extent to which different approaches to measurement result in different approaches to social policy (in other words, is the old cliche that "what we measure is what we pay attention to," true?). While there is a fairly well-developed body of criticism of the poverty threshold in the USA (see, for example, Bernstein, Brocht, and Spade-Aguilar 2000; Citro and Michael 1995), relatively little US-based work has examined other societies' solutions to the measurement problem in much detail, and evaluated their relevance to the US social and political context.

We begin by examining the historical and conceptual evolution of measures of need in each case, identifying the concept of need that underpins each. Next, we compare the practical consequences of different definitions by recalculating measures of social need in one locality, using the alternative definitions examined in the first section. We conclude with an evaluation of the implications different concepts of need would have for key spatially-targeted social policy areas in the US, such as housing and human services.

This paper is part of a larger project investigating how planners use the limited, flawed, and often inappropriate "official" data we have to work with (Innes 1990; Ward 2004). Planning practitioners, educators, and researchers are similarly constrained by the limitations of "what we measure;" we hope to open a broader debate about whether these limitations can be overcome. This paper is less a technical discussion than a broader conceptual discussion of how we could measure social need, and whether alternative measures would improve the spatial targeting on which many social policy interventions depend.

Key data sources include interviews with official statisticians to ensure an accurate understanding of how indices or thresholds are constructed, and a variety of data from administrative as well as census sources.

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(RE)GENERATING QUALITATIVE METHODS IN URBAN PLANNING

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Qualitative research (QR) has come of age in the social sciences (Hammersley, 1992; Denzin and Lincoln, 2005). Despite this and the frequent use of qualitative methods in urban planning practice, research and curricula there has actually been very limited disucssion within the urban planning literature per se about the role, potential and limits of QR (see Gaber, 1993; Greed, 1996). In an era where planning policy emphasises collaboration, community participation and partnership and operates within dynamic multicultural spaces this provides a window of opportunity to (re)generate the potential of QR. The primary argument of this paper is that QR can help us better understand the culture of/within local governance structures and local neighbourhoods and thereby develop more context-specific, culturally-sensitive and, ultimately, effective policy (Maginn, 2004; Thompson, 2005, 2001; Murtagh 2002).

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"(RE)GENERATING QUALITATIVE METHODS IN URBAN PLANNING

Pre-Organized Session

Qualitative research has a long, if somewhat checkered, history within urban studies/planning. The Chicago School of Sociology/Ecology were the leading proponents of ethnographic research in the early decades of the C20th, providing in-depth insights into the "culture" and spatiality of local communities and neighborhoods. By the late 1960s and 1970s qualitative/ethnographic research in urban studies/planning had been eclipsed by rational comprehensive and structuralist approaches to the study of society. Such approaches relied on `running the numbers' in order to quantify the scale of urban problems and ascertain their costs, particularly for the public purse. In the late C20th and early C21st the forces of globalization and contemporary geo-politics have had a profound impact on international and rural-urban migration and community relations within so-called western liberal democracies. This, in turn, has resulted in our cities becoming extremely complex, cosmopolitan, competitive and conflict-ridden economic, social and political spaces/places. How are we to make intellectual and planning policy sense of the dynamism of socio-cultural differences and diversity within our post-modern cities, especially at the neighborhood level? On the one hand, quantitative research, of course, can provide us with important data on 'how many' people of different ethnic, gender, age, religious and sexual backgrounds live in our local neighborhoods and can statistically measure levels of socio-spatial segregation. Such data, however, tells us relatively little about the `how' and `why' of peoples lived experiences of negotiating contemporary society. Questions of a `how and `why' nature are best addressed through the use of qualitative/ethnographic research methods which allow us to get under the skin of social structures and situations. In short, this session is concerned with (re)generating the potential of qualitative/ethnographic research by illustrating its ability to explain social problems and contribute to the policy process. The session will be of particular interest to experienced qualitative researchers and doctoral candidates getting ready to commence or in the early phases of their fieldwork.

References:

Papers to be included in this session will come from:
John Gaber
Dawn Jourdan
Phil Brown
Paul Maginn

THE ROLE OF TOWN CENTRE MANAGEMENT IN ACHIEVING SOCIAL EQUITY IN REGENERATED CENTRES

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There is a growing recognition that Town Centre Management (TCM) may be considered as one of several mechanisms for delivering the regeneration of town

centres in the UK context. Following the rapid growth throughout the UK in the adoption of the concept of TCM over the last few decades, TCM has made a dramatic shift from its original 'janitorial' function to playing a more strategic role in the regeneration of public space as well as the re-branding of the image of town centres. Much recent literature has highlighted the effectiveness of TCM, referring to the same objectives as those of recent regeneration programmes: place marketing, retail and leisure development, surveillance measures and evening and night time economies. However, these aspects of urban regeneration favoured by TCM are mainly concerned with consumption-based economic revitalization and physical upgrading, while little attention has been paid to social dimensions of regeneration issues. Drawing on research for a doctoral thesis completed in 2004, this paper examines the capacity of TCM to contribute towards the social enhancement of local places and communities beyond its generally acknowledged commercial and business objectives. Thus, it may be suggested that the key to the contribution of TCM in social regeneration lies in questions of pursuing social equity: how does TCM play a role in redistributing some of the benefits brought by physical and economic regeneration into the development of local communities?

The research question is answered through the use of empirical findings drawn from selected case studies. Three hundred and fifty towns have officially employed TCM schemes in the UK; of these twelve locations were selected for the survey and one for the pilot survey, covering various types of TCM initiative from janitorial to strategic, and urban regeneration programmes implemented within town centres. The field survey was based on a qualitative approach which comprised a combination of field observation, secondary sources and taped semi-structured interviews with town centre managers, other urban regeneration representatives, and local authority agents.

Extent to which social equity was achieved was found to vary in accordance with the social and economic circumstances of the locality and the socio-political relations of TCM with local authorities. Out of the pilot study and twelve sample towns, only three cases (Wigan, Doncaster and Wood Green) have demonstrated positive impact of TCM in pursuing social equity of the regeneration premises, while two (Birmingham and Reading) have provided useful counter evidence. Utilising the data from these five case studies, this paper discusses the roles and potential of TCM in redistributing the regeneration benefits over the communities from different social strata.

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INTERNATIONAL COMPARISON OF PLANNING PRACTICE EQUITY

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It is 25 years since the introduction of sex discrimination legislation in the UK. In the 1980s, two women planners in Yorkshire, Gill Smith and Val Kirby, undertook one of

the first surveys of women planners in the UK. Over one third said they had experienced discrimination at work and this took the form of 'attitudes at work,' and 'sexist questions at interviews'.

To solve this, the UK and EU use the mainstreaming approach, now central to implementation of equality. This means building equality in to every aspect and phase of policy development and implementation as well as the way we work with each other.

The proactive steps taken in the UK are good models for the US. There have also been laws and policies in the United States since the 1960s; yet mainstreaming gender equality continues to fall short.

Petrie and Reeves argue that the planning profession in the UK and US has always been male dominated and it is not surprising that the way in which planning is defined reflects this. It is fair to assume that since planning has more male brain types focusing on the issues, on average, a more systemizing approach will predominate. You can see this in the development control system in particular and also transport.

Similarly, Sandercock and Forsyth write in the article, Gender Agenda:

In mainstream planning theory women have scarcely even been seen as subjects of theory. The problem, however, is far more subtle and complex than a simple tradition of exclusion. The paradigms on which planning and theorizing about it have been based are informed by characteristics traditionally associated with the masculine in our society. There is a need to rethink the foundations of the discipline, its epistemology, and its various methodologies.

To explore these theories and arguments, an online survey of women and men in the planning profession, developed by Petrie, will assess their different experiences and the skills needed to address planning for diversity in the context of sustainable urbanization. It will provide an international comparison between planners in the USA and the UK with the prospect of it being opened up further to European networks, Canadian Institute of Planners, Icelandic and Antipodean planners. Importantly, it will provide the first benchmark survey for the 21 century. Based on the survey data, strategies for mainstreaming can be developed.

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CULTURE AND PLANNING - HOW TWO NEW MEXICO INDIAN PUEBLOS COMBINED TRADITION AND DEVELOPMENT

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Rational comprehensive planning is largely assumed antithetical to cultural identity (Escobar 1992) ; 1995). Communicative and collaboraive planning theorists claim that dialogue better incorporates cultural diversity and different epistemologies (Umemoto 2001) than do rational planning methods (Sandercock 1998; Innes 1986). Faludi (1996), argues, however, that rational and logical planning methods do recognize values and must not be equated with utilitarian choice theory or positivistic approaches to social science. Can western "rational" development planning methodologies be used by indigenous peoples to protect indigenous cultural identity? Zia Pueblo, a New Mexico Indian tribe of less than 1000 persons applied comprehensive and strategic planning and professional assistance to form a community development corporation and a implement a unique development strategy - outside of its tribal community - that supports customary values, knowledge, and institutions. American Indian Tribes have exercised the Indian Self Determination Act of 1975 and strategically invested federal and other funds to establish governing institutions, businesses, services, and control of land. Unlike most all federally-recognized Indian tribes, the Pueblo Indians of New Mexico retain theocratic and non-elected forms of governance that were recognized by the King of Spain and they remain in their ancestral domain. Based on the period from 1982 to 2002, the paper contrasts Zia Pueblo's use of rational planning methods within customary institutions to the experience of neighboring Cochiti Pueblo, where the Pueblo struggled to assume control of a federally planned flood control dam and lakeside development project that had caused social and political fissures within these institutions. The most stable development was achieved when planners and tribal officials stratetically engaged customary knowledge and leaders with outside experts in plan development. The author was a practicing planner with these communities from 1982 to 1987 and returned to interview key staff through 2002. Based on these cases and more than a decade of professional tribal planning experience, the paper argues that rational planning methods can be used within a cultural value system to combine traditional and scientific knowledge and development institutions. Findings are relevant to the role of cultural knowledge planning theory (Friedmann 1987) and to indigenous planning practice throughout the Americas and other continents as they begin recognize indigenous community identities and governance in rural and national development. The paper is not part of my dissertation.

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"CITY AND GENDER EXPERIENCES, PROBLEMS AND PARADOXES"

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Along with the feminist knowledge growth, we can find different efforts towards the linkage between gender and space. As Cristine the Pizan in "City of Ladies", that conceived the city as a citizenship space, or Virgina Wolf who claimed an own room as a must have and privileged space to write in freedom; the feminist interest in the city comes from uneven space distribution, questioning women assigned roles, and differential assignment of public and domestic spheres; stating that it is in the cities scenery where the daily life is produced and reproduced and where women mobility and activities respond to "feminine" stereotypes, influenced by a masculine perspective not only in planning but in the dominant culture as well.

This paper relates discussions about gender, space and places in the city, which have been complex and paradoxical:

- On a first look, because the monolithical definitions that identify the masculine with open, official, discontinuous, public dominium; and the feminine with inside, domestic, continuous, private; affect the urban arrangement and spatial structure of Latin-American cities. Some expressions of this, under the feminine condition, have been to make compatible the diversity of functions at home, at work and at the services located at different places in the urban space, all involving profound inequalities in the use and access of urban life benefits.
- On a second look, because the traditional assumption in modern urbanism about division in spaces to live, work, consume and enjoy; affects differentially women who are forced to perform double displacements and even triple working schedules, for being able to fulfill their obligations in the public and private spaces. Especially in popular contexts, women are who should bear the labor division hierarchy within the familiar organization, without considering the transformations in the family traditional structures.

Other interesting topics rising from this work are the "city" different meanings, because spaces and places are symbolized in different and contradictory ways, depending not only on gender reasons, but on other positions of the subjects in the social map, as sexuality, age, class, and territorial belonging, which define diverse processes in identity construction. All these issues are going to be discussed in this paper, where new and old problems implicated in the debate will be analyzed enlightened by a set of fieldwork evidence extracted from a popular urban neighborhood located in Concepción city, Chile.

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"THRESHOLD OF TOLERANCE:" IMMIGRANT STRUGGLES, URBAN MEANINGS AND REFUGEE DISPERSAL

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In examining the spatial embeddedness of poverty and power, much attention has been focused on "ghettos," leading to policies of deconcentration, dispersal and redesign to redress the problems presented by segregation. The increasing prevalence of dispersal programs provokes a number of relatively unexamined questions: Who is seen as able to be dispersed and how are they constructed as needing to be controlled? How is dispersal justified, and how is that justification related to representations of the city? Does dispersal address the problems of discrimination, heightened inequality and reduced mobility with which concentration is intertwined? What other effects does it have and what are its implications for the meaning of urban citizenship?

To answer these questions, the paper conducts a case study of the UK government's policy of forced dispersal for refugees who have applied for asylum and who require state aid, enacted as part of sweeping reforms to the immigration service in 1999. According to government estimates, the percentage of those seeking asylum who were residing in London fell from 85% before the policy was enacted, to less than 30% by 2004. The paper analyzes relevant public statements of key government agencies and officials such as the Immigration and Nationality Department, the Urban Task Force, the Home Secretary, and the Chair of the Commission for Racial Equality, along with the transcripts of Parliamentary debates. It also examines media representations of refugees and relevant urban policies and considers NGO reports about the impact of the dispersal program.

The preliminary findings are highly relevant to planning practice and research. The impetus and justification for the dispersal policy was closely intertwined with the representation of UK cities as "in crisis" by the government sponsored Urban Task Force and media depictions of "waves" of refugees "overwhelming" available housing and social services. The paper suggests that refugees pose challenges to the construction of national unity and order as their claim for asylum is inherently a challenge to state sovereignty. The challenge which refugees present is especially acute in cities, where the density of diversity makes state control more difficult, enables the creation of syncretic cultures, strengthens articulations of difference and supports social movements that challenge established conditions of citizenship.

In response to these challenges, the paper suggests, the British government has placed a renewed emphasis on more assimilationist integration coupled with forced dispersal, potentially perpetuating the idea of a "threshold of tolerance" which dispersal can ease. The paper concludes by considering the effects of the dispersal policy on definitions of national belonging and on refugees' experience of integration, and also on planners' role in responding to immigration.

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GENDER, CULTURE, AND ECONOMIC DEVELOPMENT: THE CASE OF ULAN UDE, RUSSIA

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Although there is an exciting growth of interest, research, and action regarding issues of gender, feminisms, and economic development in the European part of Russia (Attwood, 1996; Khotkina, 1994: Pushkareva, 1997; Sperling, 1999), much less attention is being given to the Siberian regions of the country (Rethmann, 2001). The focus on European Russia has led to a dearth of research on Siberia´s ethnic minorities, like the Buryat people in Ulan Ude. While research has lagged in this region, economic development has not. I propose to advance our understanding of the ways that the transition to a market economy has affected women´s lives and how Buryat women and men understand and negotiate the effects of economic development in their home and work lives, with an emphasis on different constructions of gender. This paper will illuminate the experience of Buryat women and their families in the context of political and economic changes in the last 20 years in Ulan Ude, Russia.

In most places, the cultural, social, and economic expectations of women and men are complex, but with the change from a planned to an open market economy, expectations and experiences in Russia have become even more dynamic and difficult. Different generations have been shaped by their contemporary political, social and economic realities; yet, as those realities change, people confront new challenges. Gender and generation affect people´s ability to adapt and survive under new circumstances. These conditions create new relationships and expectations that must be negotiated. I am interested in how such relationships, roles, responsibilities, and expectations have changed in response and as an adjustment to the process of transition. In particular I am concerned about how Buryat women in Siberia are adapting, challenging, analyzing, surviving and/or thriving during transition and globalization.

Based on 30 oral histories, 4 focus groups, and 10 months of participant observation, I will present primary data about economic relationships within Buryat families, focusing on women prior to, during, and post-transition. I hope their stories and lived experience will help to build and structure understanding that guides policy initiatives or programs that could directly affect their daily lives and lead to sustainable economic stability.

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CELEBRATING DIVERSITY: SOCIAL COHESION AND SPATIAL REFLECTIONS FROM ANTWERP-BELGIUM

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Diversity (with its social, ethnic, and spatial dimensions) is vital for social cohesion. On the contrary to the vast literature on the dark side of diversity (i.e. exclusion, racism, discrimination, insecurity, etc.), recently more and more commentators (Amin, 2002; Sandercock, 2003; Fainstein, 2001, 2005; Landry, 2000-2004)

focus on the positive social, cultural, and spatial aspects of diversity, which enrich the quality of urban life. However, the challenge seems to consider the city again as a locus of change and societal dynamism, as it has been in the past centuries. Initial sign of this reversal is the increasing popularity of referring cities as being 'entrepreneurial' (Harvey, 1989; Hall&Hubbard, 1998), 'innovative' (Simmie et al., 2001) and most recently, as 'creative' (Landry, 2000-2004). In fact, diversity fuels cultural and artistic creativity on the one hand and entrepreneurship and innovation on the other. However, without appropriate organisational culture and political will, this creative process can be in jeopardy (Landry, 2002). How can urban policies enable this creativity and turn diversity as a positive aspect for social cohesion in cities?

In order to cope with the dynamic characteristics of the contemporary city and multicultural urban society, urban policies have to be creative, flexible, and participative, aiming at smooth interaction among diverse groups. This study claims that public space is a multiplier of these social interactions to investigate the urban conditions for innovation. However, sharing the concern of Amin (2002) that 'the city's public spaces are not natural servants of multicultural engagement', this paper aims display how public places, where diverse groups interact through economic, social, and cultural activities, can be used as policy-making 'anchors' to foster the positive aspects of diversity. Thus, the paper is focused on shopping streets, public squares, parks, and other public places where diverse groups positively interact in Antwerp-Belgium. The paper is based on two investigations on urban policy and urban space: First of all (at the policy level), a survey is designed on policy documents and semi-constructed interviews with policy makers and planners to understand the perception of diversity in urban development strategies. Secondly, a land-use study, which is designed to make a typology of public places where diverse groups interact, will enable us to make a typology of interaction. The paper will elaborate ideas on how these interactions can be reflected to realistic social cohesion policies.

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SOCIAL EQUITY IN URBAN PLANNING: EARLY MANIFESTATIONS

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This paper uses examination of the text of several founding fathers and mothers of urban planning, with an emphasis on the U.S., to try to discover whether early manifestations of concern for social equity are manifest in the origins of the profession. We begin by looking at letters and other writings of Frederick Law Olmsted, Sr., and continue to talk about several others including Jane Addams. The

paper suggests that, during this time period of the late 19th century until the early 20th century, several ideas emerged which deserve to be revisited and resurrected in contemporary planning practice. Although the first professional urban planners did not view social equity as the dominating passion of their lives, several forerunners revealed, in their writings, sensibilities that suggested at least latent concern for the rights of the disadvantaged. The methodology then is critical examination of the writings of five early forerunners of the field, and the relevance to planning education and practice is the opportunity to demonstrate that equity planning, far from being a modern invention, is inherent in the field.

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GENDERED MOBILITY BARGAINS: CASE-STUDY OF NON-WESTERN IMMIGRANT WOMEN OF NORWAY

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The emergent theoretical concepts on mobility highlight that mobility is not merely a simple function of movement but a meaningful, power-laden and contextualised geographical phenomenon. As a right, mobility is deeply entrenched in western liberal thoughts having long been intertwined with the idea of liberty. But is this liberty enjoyed by all alike? Different social groups have distinct relationships to this anyway-differentiated mobility, some are more in charge of it than others, some are more on the receiving end of it than others. Mobility widely emerges as a function of varying capabilities of the different sub-groups of population. Mobility is also a highly gendered phenomenon. This is more pronounced in the cultural domains where mobility serves an expression of power and delineation of household responsibilities. What happens when these expressions are operated in a society alienated from similar obligations and expressions? Shaping such a concern, what happens when the immigrant women of non-western societies attempt to carve out a niche for themselves in a modern society like Norway? This paper explores these themes through the emerging theoretical perspective and further draws upon the discussion through analysing the case of non-western immigrant women and refugees in Norway. The empirical data for this study has been collected by methods such as focus groups and interviews in conjunction with quantitative approaches. The quantitative data has been assorted through a questionnaire survey covering various facets of daily mobility. The paper attempts to answer the following questions:

-What mobility barriers and problems do the new immigrant women and women on public assistance face in general, and in entering the labour market in Norway, in particular?

-Do women from different cultural backgrounds bundle their trips in a different manner and in different amounts?

-What are the various bargaining methods they use to negotiate their mobility in Norway?

-Does length of stay in Norway play a significant role in shaping their preferences and behaviour shift over time or are their attitudes primarily influenced by their respective cultures?

The paper aims to provide insights into racial and ethnic differences in women's travel behaviour. Past researches have shown that these are not merely function of income and residential location alone but are heavily influenced by cultural values and norms. Apart from aiding in formulating a better understanding of this theme in the Norwegian milieu, the research findings can provide substantial ground for better designing of public and transport policies affecting the immigrant women and refuges in Norway.

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EMPOWERING OR MARGINALISING WOMEN? DECENTRALISED CENTRALISM THROUGH INTEGRATED DEVELOPMENT PLANNING IN SOUTH AFRICA.

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Since 1994, the South African Constitution has given greater weight and autonomy to local government than previously. Municipalities have been consolidated into larger units and their functions have been significantly expanded. In performing their new role as 'developmental local government', municipalities are tasked to implement national policies and guidelines as well as to reflect local priorities – a form of decentralised centralism according to some authors. Integrated development plans (IDPs) – statutory five year strategic plans linked to budgets - have recently been instituted as the primary mechanism to give effect to this developmental intention. They can be seen as a key way in which planning acts as a form of governance in the South African context. IDPs are processes through which municipalities, engaging with stakeholders and communities, plan for future development in their area. Thus IDPs are designed to encompass the work of the municipalities themselves and to shape the operation of other agencies (such as parastatals, provincial and national departments).

Underpinning moves towards decentralization is an assumption that participatory democracy will be fostered and more responsive service delivery introduced – a position adopted by several international development agencies. By extension it is assumed that decentralization processes will benefit women and will promote gender equity. International experience however has begun to suggest that social

transformation does not necessarily follow decentralization, and that local elites can entrench their power in ways that exclude and disempower marginalized and vulnerable groups, including women. In the context of debates over the impacts of decentralization process on women, this paper considers whether decentralized planning in South Africa has expanded the space for women to shape development in their interests, or whether it has served to marginalize rights and entitlements established at national level.

More specifically, the paper examines how IDPs, as a form of decentralised planning, shape implementation processes undertaken by municipalities, reflect gender awareness in the planning and implementation processes, and whether they expand or contract the opportunity space available for furthering gender equity goals. The implications for the realisation of women's rights through the implementation of municipal projects are also explored.

The paper draws on findings from research at national and provincial levels with government departments responsible for IDPs, the 'gender machinery' in government, and women's rights advocates. Planning and implementation processes in three municipalities of varying size, capacity and politics were examined through key respondent interviews, focal group discussions, and review of documents.

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VISUAL SURVEILLANCE DEVICES, PERCEPTION OF SAFETY AND ETHICS

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Research presently in development clearly indicates that a building's visual image (façade, location on land, etc.) clearly influences the perception by building users and potential building users of the safety afforded by that building from violent acts of terrorism. (Furthermore, the elements of the building image that afford this perception can be identified and such perceptions vary across national boundaries and cultures.) However, we do not know, yet, if the presence of surveillance devices (for example, surveillance cameras) increase the perception of safe haven or call out that a particular location is potentially dangerous.

This paper will [a] report on the current state of research on the physical elements of buildings that increase the perception of safety; [b] hypothesize on the role surveillance devices would play in increasing or decreasing such perception; and [c], perhaps most importantly, identify the ethical issues of applying such knowledge to real environments. (For example, is it ethical to make a location appear safer than it actually is for commercial purposes?)

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TRACK 5: Technology and Planning

MAPPING TO DISGUISE, REVEALING BY DISTORTING. CARTOGRAMS AND SOCIOSPATIAL REPRESENTATION IN LATIN AMERICA

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Geographical maps have great power either to inform and distort. More recently and at a fast speed, development of information technology has placed the production of maps on hands rather than on those of professional cartographers. It seems undeniable that the average contact that people have with maps is increasingly higher than it used to be not long ago. Nevertheless, the spread of services and applications such as Google Maps and personal GPS receivers attached to all sorts of electronic devices indicate that more are to come in terms of this popularization.

In the urban and regional planning context GIS development has been strengthened and GIS analysis are today part of the planning realm. However, map production and analysis within planning are not always done with full awareness of the different possibilities and distortions that a map can show or disguise, particularly when it is designed to show socioeconomic data. Analytical results and consequent decisions made with this lack of awareness may drastically affect many people. This is even more dramatic when sociospatial differentiation and income inequalities and segregation are more severe and planning is a not exceptionally an exclusionary practice, which is not a rare case among Latin American countries.

In this paper, taking Brazilian case studies, we advocate the use of area cartograms. We argue that cartogram forms of map representation are not only possible to be more employed, but necessary to be used in conjunction with normal GIS mapping in planning.

Cartograms can be said to lie between a map and a graph and although known for a long time, they have not been vastly used. However, new progress are been made as we show with our case studies.

The paper takes two studies. In the first case, we take a census-based study of sociospatial differentiation and show how the dimension of diverse social sectors of the population may be hidden in normal maps. By recurring to cartograms we show how better the underling social patterning can be revealed.

In the second case, crime homicide data are mapped for Brazilian municipalities and we show how distorted information can be presented without the use of a population density based cartogram, particularly when focusing in Amazonian agricultural frontier municipalities.

We conclude that as alternative kind of "distorted" maps, cartograms are of paramount importance in order to avoid usual problems of socialspatial representation. In many and maybe most of the low income countries, dramatic social distortions have proportional misrepresentations that attempt to disguise the social conditions which some social agents think are not to be showed. But, if the case is to reveal instead of disguise, cartograms are good companion.

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WEB-BASED GIS AND SPATIAL DECISION SUPPORT SYSTEMS: MEXICO'S EMAPAS FOR FOREST INVENTORY MONITORING & ANALYSIS

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Advances in geo-information technology offer the possibility of creating and managing large amounts of data for environmental and natural resource management as well as for socioeconomic impact analyses. GIS technology manages data from different platforms allowing information extraction, routine manipulation and visualization, but until the advent of spatial decision support systems (SDSS), it lacked the necessary capabilities to support decision-making processes.

For improved decision-making regarding forest inventory, monitoring and analysis, the required information, tools, techniques, models and decision-making procedures have become integrated in user-friendly information processing systems called Spatial Decision Support Systems (SDSS). In contrast to other GIS, SDSS provide insight into the tradeoffs between planning alternatives that decision makers face.

Mexico's National Forestry Commission (CONAFOR) recently launched a major long range educational initiative, which seeks to raise the national level of knowledge and awareness of Mexican forest ecosystems among all national sectors including: private owners, the national forestry service, indigenous communities, university academics and researchers, NGOs and the media. For this purpose, CONAFOR created the E-Forest (Bosque Electronico) program, consisting of a series of web-based applications that range from forest mapping and ecosystem inventory (eMapas) to distance learning (e-Cursos), and information systems for forest–based sustainable development (PRODEFOR).

The paper presents the case study of CONAFOR's eMapas—a web-based GIS developed for forest inventory, monitoring and analysis implemented as a nationwide SDSS. It discusses SDSS applications and implications for national and international natural resource management.

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USING GIS TO IDENTIFY NEIGHBORHOODS WITH SPECIAL CHARACTERISTICS

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Geographic information systems and geographic information science are playing an increasing role in helping us to understand, or envision neighborhoods. United States Census of Population and Housing and other geodemographic data, including ESRI Community Tapestry data, is being routinely queried to make maps to facilitate choices such as choosing a neighborhood in which to reside, work, shop, recreate, conduct business, or invest. However, most current search technique undertaken to identify neighborhoods with special characteristics may be haphazard and inefficient, resulting in bad location decisions and misallocated resources.

This paper demonstrates a refined search technique consisting of Yes-No queries, followed, when needed, by construction of weighted indices, followed by queries of the indices and data to identify neighborhoods with characteristics to satisfy the Suburban American Dream or the needs of creative class professionals seeking 'Urban Hip" Neighborhoods. Central city residential location choices of young creative class professionals have been found by Richard Florida, and others, to play a vibrant role in regional development prospects.

Organized collections of small multiple GIS maps, charts, photos, and tables are used to place identified neighborhoods in context across space and scale. Northern California case study examples of communities from Monterey Bay, Silicon Valley, and San Francisco demonstrate how GIS can help use vision to think, enabling more enlightened choices to be made using geodemographic maps and data.

This work is relevant for planning educators, students, and planning professionals wishing to make more effective use of digital data and computer resources to identify neighborhoods with special characteristics.

of land uses, weights of the heuristic function) of different decision-makers and to understand the consequences of the decisions taken.

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SOCIO-TECHNICAL NETWORKS IN URBAN PLANNING AND GOVERNANCE

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ICT has become more and more relevant tools in urban planning and governance. Whereas the focus of traditional approaches to technological innovation used to be on the support of ICT to strengthen government´s capacity in urban planning, for instance by means of GIS, it can be noted that ICT is increasingly becoming part of the everyday involvement of non-governmental organizations and citizens in local politics and planning processes. This paper is based on an inter-institutional research project by the Institute of Urban Research and Planning (UFRJ, Rio de Janeiro) and the Master Program in Urban Management (PUCPR, Curitiba) that aims to investigate socio-technical networks in some Brazilian municipalities (Rio de Janeiro, São Paulo, Curitiba and Porto Alegre). Special attention is paid to the transformation of local planning processes and public policies that might occur, as we suppose, due to a more intensive use of such technologies. Emphasis is given to technological issues concerning connectivity and accessibility, as well as to the use of these technologies in social interaction, in order to get some indications concerning modified patterns of power relations, new forms of co-operation, dialogue and building of social trust and capital that suppose to emerge between social actors, governmental and non-governmental organizations involved in such networks of local governance. In this paper we present the basic theoretical fundaments of the research approach, highlighting some basic concepts on ICT-influenced governance, participative planning, social capital, and urban networks, and the methodological concept concerning the mapping and representation of local actors and institutions. Finally, first research results concerning the different technological conditions of connectivity and accessibility, as well as some patterns of the social use of ICT that could be identified in the different fields of public policies are presented and discussed. One of the main objectives of the project is to develop a common methodological approach able to investigate socio-technical networks in local democratic governance.

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ICONE -COMPUTER SUPPORTED EVALUATION OF MILITARY CONVERSION AREAS USING VORONOI DIAGRAMS

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ICONE - computer-supported evaluation
of military conversion areas using Voronoi Diagrams.
In this paper we present our computer supported tool ICONE, tailor made to support the process of redevelopment of military conversion areas. The need for re-planning conversion areas is important,the main actors in the special planning process are the county, the investor and the vendor.

We identify and describe the determining indicators. Then we arrange the multiple parameters according to the different views given by the actors. We define the different views by an individual weighting of hard and soft location factors. It turns out that it is absolutely necessary to require the independence of the defining parameters. Combining a clustering-process with a selective visualization technique provides a powerful tool for interpretation. Our goal is to superpose the clustering and visualization process with the geographic position of the conversion area. This tool is part of the data management and visualization system DaMaViS which we presented at several conferences and published in several papers over the last couple of years.

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VIRTUAL ENVIRONMENT-BASED VISUAL CHARACTER ASSESSMENT OF HISTORIC CULTURAL LANDSCAPE IN SEQUENCE

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Visual character assessment (VCA) is an important planning measure for Historic Cultural Landscapes (HCL) conservation. During VCA procedure, landscape representation techniques especially 3D visualization is the indispensable tool for analyzing, informing, communicating, and formulating result. For complex HCL in sequence,

the difficultly of efficient 3D simulation prevents precise VCA. Conceptual combination of advanced GIS and 3D digital visualization techniques in VCA has the potential of alleviating the aforementioned problem. This research comprises 2 parts.

Firstly, the role and character of landscape representation in VCA are systematically investigated from 3 aspects:

1. Establishing the logic relationship of landscape representation as the essential media in synthesizing VCA procedure and goal and landscape perception, supported by environment field theory, whole and part theory of Gestalt psychology.
2. Analyzing the requirements for different landscape representation techniques during all phases of VCA procedure, and their interrelationships in both the horizontal (between 2D and 3D) and vertical flow (from analysis to result) of the landscape data processing;
3. Comparing the weakness and strengths of existing landscape representation techniques, and exploring the potential of GIS and 3D digital visualization techniques in improve the weakness;

Consequently, a VCA methodology by integrating GIS and 3D digital visualization techniques including VCA procedure and goal system is designed.

Secondly, the methodology are illustrated via a case study—one section of the ancient Tea and Horse Caravan Trail about 1.8 kilometers long, located in the Shaxi Valley, Yunnan Province in the southwest of China. Based on high-accurate DTM generated from 1m resolution stereo-pair satellite images, Arc GIS and Erdas as basic software, together with Autocad, Sketchup and so on, HCL database is constructed in the format of both 2D and 3D.

In the next step, landscape virtual environment of different epochs will be simulated, a communication interface including questionnaire will be set up, and evaluation indicators will be designated for VCA.

The scientific relevance of the study lies in the application of Gestalt psychology as a support for integrating advanced computer techniques, in order to provide a useful tool for HCL VCA to optimize the methodology, thus promote the openness, and transparency of decision making.

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TAKING MULTI-AGENT BASED AND CELLULAR AUTOMATA APPROACHES TO VISUALIZE LAND USE MODELS

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Land use models sit on the kernel of planning theory. In particular, the "ice-cream-vendor story" is commonly used in textbooks to illustrate the basic idea of location theory and the necessity of planning to maximize the total social benefit without sacrificing individual vendors' market shares. It is noted that most textbooks tell the story by plain texts, sometimes with simple and static figures. Although the way of telling this simple story is understandable, it has limited capability for the beginners to explore the essential properties and different aspects of the theory. It is even difficult for students to understand other models with complicate mathematical equations. To overcome this limitation, some researches have taken various approaches to help the students in ways of non-computerized experiments (Eber 2002) and computer simulations (Batty 2005; David et al., 2005).

In this research, we adopt Netlogo (Wilensky 1999) to develop three web-based land use models which allow the students to see possible scenarios of evolution processes by setting up their own parameters through the internet in an interactive way. The first model is to explore the seminal Hotelling model (1929) with some extensions that multiple vendors move around in a plain, instead of along a line in the original "ice-cream-vendor story," with different location-choice strategies to maximize the number of customers who are concurrently moving in the plain. The second model is to explore the impact of the configuration of road system, residential and commercial areas, and NIMBY facilities, e.g. dump sites, on the land prices. The students can create their own city maps and see the long-term change of land prices. Land use elements can be added and their impacts immediately take effect during the evolution process. The third model is to simulate the pedestrian movement within a commercial area in Taipei, Taiwan. The behavior of pedestrian movement in the real world is observed and calibrated. The factor of environmental psychology is taken into account. Five major hot-spots are shown in the simulation. The students can add more hot-spots or remove them to see the complex interactions between land use and pedestrian movement. It is found that this visualization approach not only benefits the beginners to understand complicate theories and mathematical models better, but also helps experienced researchers to get deeper insights into the models which they are working with.

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CYBERINFRASTRUCTURE DEVELOPMENT FOR GLOBAL PLANNING: TOOLS & CASE STUDIES

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Engaging the planning and grid communities is very timely. There are many interesting developments at the national level in the area of information technology that explore themes of infrastructure to support global sharing of content and collaboration. In the United States many of these developments are taking place under the National Science Foundation (NSF) Cyberinfrastructure program. In Europe and Australia, the these efforts appear under the theme of e-Science.

While traditionally, scientific data collaborations have been driving the need for technology development, new communities in the humanities, the arts and social science are now appearing:

- UCHRI, University of California Humanities Research Institute, launches Cyberinfrastructure for Humanities, Arts and Social Sciences
- CHASS, Center for Computing in Humanities, Arts, and Social Science launched at UIUC
- WCN, World University Network
- HASTAC, Humanities, Arts, Science, and Technology Advanced Collaboratory to name a few.

So far, largely absent from these debates, have been the Urban Planning (let alone Global Planning) groups. Convening a panel to explore the kinds of opportunities made available in the field, would be very timely. I am personally involved with a project called Persistent Archives Testbed (PAT) — see http://www.sdsc.edu/PAT — where we are working with 5 State Governments in the U.S. looking at building a "community grid" where resources and content (Terabytes of data of all kinds) can be shared and made available. The approach is based on National Infrastructure tested at NARA, the US National Archives, but aims at looking at how the technology can also "scale down" and be adapted to groups with less IT expertise, lower bandwidth, and limited budgets. Exploring the synergies between these kinds of efforts and the potential opportunities and benefits in the field of global planning would be very interesting.

The main objective of this paper would be to present case studies on cyberinfrastructure development that could inform the global planning community and discuss the potential for the development of useful tools related to distributed data management, long-term preservation of content relevant to global planning, and the development of archives.

This paper is developed in collaboration with two other colleagues (David Pellow and Keith Pezzoli). They have each submitted abstracts on their own touching on the themes of cyberinfrastructure and progressivism and they will be participating in the roundtable on the GP-Grid. All three of would like to be placed in a panel together.

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e-Science 2005: http://www.gridbus.org/escience/

Revolutionizing Science and Engineerinng through Cyber-infrastructure: http://www.communitytechnology.org/nsf_ci_report/

Regional Workbench Consortium: http://www.regionalworkbench.org (PI Keith Pezzoli)

Electronic Records Management: http://www.sdsc.edu/NARA

SIMULATION OF FIRMS TO DISCOVER SUCCESSFUL URBAN PLANNING POLICIES

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Most larger cities in developed countries struggle with urban sprawl. Due to increased car availability households move to the suburbs, and since several decades businesses follow this trend. Particularly retail facilities pursue greenfield sites to take advantage of low land prices, accepting an increasing car dependency of their customers and employees. Meanwhile, even service industries seeks for suburban locations, too. While the majority of cities have lost businesses and employment over the last twenty years, most suburban cities gained a considerable number of work places within the same time period.

This paper describes a microsimulation model simulating the behaviour of businesses in an urban region. Microsimulation models represent each business as an individual actor. Economic theory is used to represent real-world economic behaviour. The model includes the generation of synthetic firms, the simulation of the firmography, i.e. demography of businesses, and location choices of firms. First, synthetic businesses that represent the firms are generated. Every simulation period the firmography is simulated: birth, growth, shrinking, and closure are represented by Markov models. Location decisions of both newly founded businesses and firms that are unsatisfied with their current location are simulated by Logit models (Domencich and McFadden 1975) in response to availability and utility of alternative locations. Developers decide to establish new sites depending on demand of floorspace and availability of land.

The model aims at developing and testing policies for the promotion of sustainable development by limiting the further loss of businesses from the central cities to the suburbs. Scenarios to be simulated include policies such as land use regulations, alternative tax laws, new transport concepts, or subsidy programmes. The results are evaluated by GIS and provide an insight into the likely effects of measures implemented by planning authorities to reduce the negative impact of urban sprawl and to enhance the performance of the total region.

The study area of Dortmund, Germany covers 26 communities with a population of 2.6 million and a total number of about 85,000 businesses. This approach is integrated in ILUMASS (Integrated Land-Use Modelling and Transportation System Simulation), a project for simulating land use, transport, and the environmental impacts by microsimulation (Moeckel et al. 2003). Although some important work in this field has been accomplished (van Wissen 2000, van Tongeren 1995), the business simulation model presented in this paper is the worldwide first microsimulation of businesses integrated in a fully microscopic land use simulation. Advantages and limits of microsimulation are discussed, and results of the simulation policies for a more sustainable development are presented.

The paper is based on my doctoral thesis that will be finished in April 2006. Advisers are Prof. Michael Wegener (mw@spiekermann-wegener.de) and Prof. Paul Waddell (pwaddell@washington.edu).

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URBAN LIFE QUALITY INDEX OF BRAZILIAN TOWNS

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This article presents a new instrument to evaluate the "urban life quality" of Brazilian towns, taking that as the spatial possibility of one population to access services offer and urban equipment.

This instrument – Urban Life Quality Index (ULQI-BR) – allows us to compare the 5560 Brazilian tows and it was elaborated as a tool to assist the Ministry of Cities at definition of public policies.

The 22 themes selected to compose the Index was obtained through a National Consultation, involving 150 researchers and public administrators from various regions of Brazil. This consult was based on Delphi Method. Next, the team prepared theoretic-methodological propositions to formulate indicators considered "ideals" to express these themes. These propositions were based on literature, previous experiences in this field in Brazil and on debates among specialists. After that, the indicators were effectively calculated using data from 9 different sources of information, all geo-referred into 5560 Brazilian. The 444 indicators initially elaborated were subject to successive stages of analyze, based on conceptual, territorial and statistical criteria, the last one been the result of a meeting between specialists. At the end, we had 49 indicators referent to the themes: Commerce and Service; Culture; Economy; Education; Housing; Health; Urban Management Instruments; Social-Political Participation and Organization; Urban Environment, Public Safety and Transportation.

The Index was calculated by specific software, staring from 3 levels: Variables, Components and Indicators. The mathematical aggregation of these 3 levels generates, first, the Town Local Offer Index, representing services offer and urban equipment existent in each town. However, it´s common knowledge that there is a big flow of people between nearby town with intends to access different offers. That´s why this index was corrected through an "accessibility measures", based on the distances between nearby town, differentiated by indicator, creating the Town Urban Life Quality Index.

The Index has a range of 0,0 (zero) to 1,0 (one) and its values were divided in 5 classes. This way, results were analyzed trying to establish a typology of towns based on these classes.

The article presents the complete structure of the Index and the mathematical process of its calculation. Moreover, methodological innovations are highlighted, whichever they are: consultation process; the successive debates with specialists; the focus on offer; the introduction of "accessibility measures"; the use of new data sources that allows up dating at short and medium term and the thematic composition range, focusing including on essentially urban themes.

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INTEGRATED COMPUTER-AIDED TECHNOLOGY FOR ECO EVALUATION IN URBAN DESIGN FOR HISTORIC AREA - A CASE IN HANZHONG CITY, CHINA

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This paper focuses on the integration of computer aided design technology for ecological evaluation in urban design progress for historic area conservation plan. Since historic area design has been surrounded with culture and history, most planner just ignore the design of eco system and physical environment, leaving it as a separate task to service engineers. Another reason is lack of easily accessible information (or tools) and ecological knowledge. But with computer-aid for ECO environmental design now, planner can evaluate the plan quickly and save a lot effort. There are many computer programs available on the evaluation of the sunlight (radiation) temperature humidity and wind. With these help, planners can optimize the best result.

"Dongguan road area", the historic area is located outside the east gate of the old city Hanzhong. Hanzhong is in the southwest of Shaanxi Province. Liu Bang, the first emperor in the Han Dynasty stationed his troops in Hanzhong. The historic buildings and their arrangement is so reasonable because of the design with nature and local climate. We should notice three main character of the spatial design. First is the unit of the traditional family house which is consisted of several multiple courtyards. Second is the function of the building. The front area is commercial while the back area is residential. The shop is on the ground floor and bedroom on the second floor. Third is the Fenhuo-wall which would prevent the wind if the buildings are on fire.

In order to inherit the spatial design character, first we can evaluate the traditional space on the historic site. The virtual computer model can be established rather than a real physical model. For example, to evaluate the wind and ventilation of the site, one useful tool is computational fluid dynamics (CFD). CFD allows the investigator to analyze the full domain of modeling and present results in easy-to-understand graphics rather than several dozen discrete points, as with physical wind tunnel modeling.

We can also use the computer program to evaluate our plan, to decide how to control the radiation, maybe use external shading devices, maybe need more trees, maybe change the color or the material of the building etc. The building arrangement also should be revised in order to get the comfortable wind speed.

Except for CFD, so many programs may be used in these evaluations. AutoCAD and 3Dmax is a tool to create the digital model. Eco-tect is a tool to analyze radiation, temperature and sound effect. The VR tools can help us to get the dynamitic result if the plan is adjusted. Every program has its unique data (in and out) requirement, it is so important to integrate the usage of different programs.

The purpose of the study is also to formulate some urban or landscape or building design principles aimed at maximizing comfort and minimizing the use of energy with the aid of computer.

This paper is partly drawn from an approved dissertation proposal

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PARTICIPATORY REGIONAL PLANNING AND THE USE OF INTERACTIVE COMPUTER-BASED TOOLS: PLANNING SUPPORT SYSTEMS

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Interest in providing for greater citizen participation has resulted in the use of computerized planning support systems (PSS)

Based on two years of participant observations of a regional participatory visioning process, this paper identifies recurring issues.

The study focuses on the case of Common Ground by the Northeastern Illinois Planning Commission.

The issues found in the study point out to recommendations to improve the use of PSS for regional visioning processes.

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THE GLOBAL PLANNING GRID INITIATIVE: DEFINING THE AGENDA, PARTNERSHIPS, PARTICIPATING CITY-REGIONS AND NEXT STEPS.

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This roundtable focuses on a new initiative to build a Global Planning Grid (http: gpeig.org/GRID-splash.htm). The GP-Grid will support progressive research a pedagogy through the federation of multidisciplinary knowledge-action collaborativ Progressivism can have many meanings—here it is defined as a globally-minc disposition shared by people and organizations who are dedicated to eradicat root causes of poverty, social injustice and/or environmental degradation.

The roundtable will serve as a rallying point to better define the GP-Grid's agenda, partnerships, participating city-regions and next steps. Initial efforts are focusing on linking the environmental health sciences to policy and planning. To do this work we have long term funding (2005-2010) from the Research Translation Core and Community Outreach Core of a major Superfund Basic Research Program grant (UC San Diego). We also have a promise of funding ($10,000) from the US Department of Housing and Urban Development to support participation in the roundtable and a related workshop.

The time is right for a concerted, forward-looking initiative that exploits the emergence of global cyberinfrastructure for city-region planning. Cyberinfrastructure development is as vital to the common good as was the development of rail, roadway and energy grids of the industrial revolution. A GP-Grid can enable new progressivism, pedagogy, collaborative cross-border research and action by helping us integrate local and global dynamics at regional scales. The American Planning Association (IT Division) has written an article in support of this effort (see the Fall 2005 issue of the GPEIG newsletter at http://gpeig.org/archives.htm).

We have seven scholars committed to this roundtable: Keith Pezzoli (Urban Studies and Planning, University of California, San Diego), Richard Marciano (San Diego Supercomputer Center), David Pellow (Ethnic Studies, UCSD), Laura Huntoon (Planning Program, University of Arizona), Bish Sanyal (MIT), Joe Ravetz (University of Manchester, UK), and Kevin D. Franklin (UC Humanities Research Institute). We would like to involve additional participants from other regions of the world. And we are eager to see this effort serve as a cross-fertilizing bridge linking globally-minded enthusiasts within GPEIG, GPEAN, APA and HUD (international research division).

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INCREASED USABILITY OF URBAN AND LAND USE MODELS. THE ROLE OF KNOWLEDGE BASED SYSTEMS IN FACILITATING LAND USE FORECASTING TO PLANNING AGENCIES

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Metropolitan Planning Organizations (in U.S.A) are now responsible for transportation and land use planning decisions and are required to assess the impact of their transportation policies on land use development. Hence, these agencies are in the need to use sophisticated information management tools and land use modeling methods. Existing planning methods have proved to be extremely complex for use by Metropolitan Planning Organizations' (MPOs) untrained staff, which results in

the inability of planning agencies to systematically assess the implications of their planning decisions.

It has been proposed that Knowledge Based Systems (KBS) can be used as a tool to improve planning practice by allowing untrained agency personnel to make effective use of complex planning methods. In this research, we explore the role of KBS in assisting agency staff who lack modeling experience to make effective use of a sophisticated land use model. The hypothesis is that KBS can help us increase the usability of urban models by developing more robust user interfaces; increased usability will, in turn, increase their applicability in planning practice.

The Transportation Economic and Land Use Model (TELUM) is used to demonstrate how KBS can refine existing models´ user interface. To test the hypothesis an evaluation of TELUM is performed by MPOs´ staff. There were two distinct evaluation perspectives: a structural and functional perspective and applicability in planning practice perspective. In both cases the evaluation was focused on how KBS function to provide a buffer between the system´s complexity and the user; augment users´ skills; open the "black box" of urban models; reduce the need for high skilled users; increase the understandability and transparency of models and overcome potential bottlenecks in the implementation of complex systems in planning agencies.

To measure how KBS function to fulfill these roles, a series of factors expressing the usability and applicability of TELUM in planning practice, were developed. Factors like user expertise, data requirements, system and software requirements, transparency and understandability of the system, organizational structure of the agency, planning practice and processes, role of the provider/consultant, and the role of adequate modeling education were examined. In addition, as an expression of the functional and operational aspects of TELUM, factors like system status, user control, system consistency, help and documentation, flexibility and efficiency of use, system design, interaction with the user, and users´ skills enhancement were examined.

The research concluded that under certain conditions KBS could be used as a method to create a buffer between the complexity of a land use modeling system and the inexperienced user. They could also be used as a technique to open the black-box of land use models and make them understandable and accessible to the less knowledgeable planning staff, which can result to increased applicability of these tools in practice.

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DEVELOPMENT OF WEB MAPPING-BASED SYSTEM FOR SPATIAL DATA SHARING FOR URBAN PLANNING

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It is important to collect and share many inhabitants' opinions about problem to be solved and good resources to preserve on our own town and region in the early

stage of the urban planning. In the traditional urban planning workshop, the residents in the region gathered in the same place, the large-sized paper was unfolded, and to plot the opinion on the white base map by the handwork was a main method. The Internet service where information was shared by widely collecting many and unspecified opinions on Web browser, and expressing it on the map were getting started in recent years. However, it was necessary to prepare the system of each subjected region from the relation of the digital map data in these existing systems. Moreover, there were several technical problems. It was necessary to combine two or more applications to serve including the construction of the client to display the map and the data collection and opening to the public, and to do huge system constructions work. And, the generality of the function was low while a large labor is forced on system construction. Google Maps API that is able to treat the map data of the large reduced scale free of charge without limiting the place from U.S. Google Co. was open to the public last year. The mechanism of the map presentation using this API can be customized according to user's usage. It is not necessary for user to prepare the dedicated GIS client software and the digital map data.

Then, this research aims to combine and use the PostGIS that is the spatial information data base of FOSS(Free/Open Source Software) and Google Maps API, to development the common system of regional spatial information that applies the Web Mapping-based technology. And to propose the mechanism that necessary spatial information for the urban planning can be easily shared in research.

This system constructs the part of the text and the image data related to the location information, and the map display function as a package. Many and unspecified spatial information is collected and managed efficiently, and they can be expressed on the map by using this system. As the merits from the viewpoint of the planning, general public user interested in the urban planning can do the cooperation working on the Web browser anywhere at any time. Moreover, because the collected spatial data are registered in the DBMS (Data base Management System) at anytime, the user can easily do the second use for the data of the retrieval by the key word and grouping of the opinion matched to the location information, etc. As the merits from the viewpoint of the system development, FOSS and free API are used for the main mapping function part, and the preparation for the digital map data is also unnecessary. Necessary cost for these system constructions is practically zero, and a serious reduction in a cost necessary for new introducing and maintaining the system can be expected.

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NEW TECHNOLOGIES IN PLANNING (AN AESOP THEMATIC GROUP): I – THE UNIVERSITY CONTEXT

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The acknowledgement that the solution for the majority of the existing problems requires some sort of consideration of geographic distribution spanned the use and applications of spatial planning. In what concerns Geographic Information Systems, initially used for informing decision makers of probably outcomes of alternative courses of action (i.e. scenarios), or more locational analysis (i.e. optimal site selection), and land development policy (i.e. determining appropriate land use for various sites); today its application spans to interactive visioning of different approaches and multi-functional decision support tools that incorporate multi-criteria methods of evaluation, and multiple participants in the decision-making process. New Technologies and Planning have therefore the potential to introduce more transparency and participation.

At the university level, the programs are paralleling these dynamics, and some programs include courses on New Technologies and Planning, in order to strengthen the skills and methods of its future professionals. This paper reports on a survey developed in order to asses the status of AESOP schools in what regards New Technologies in Planning accordingly to the following major areas: The University and the Courses taught on New Tech.; The Research at AESOP member schools; Research Labs; The New Technologies and the Practice of Planning; The Information and Communications Technology.

This study reveals a fragment number of courses/themes and gaols throughout the schools and a lack of identity that would conglomerate these courses under a common umbrella. Overcoming this problem would increase the identity and cohesion of the planning schools (aggregating under this theme a common body of courses on planning and new technologies) and would be simultaneously increasing the capacity of placing professionals of planning schools in the job market.

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TECHNOLOGY FOR LOCAL ADMINISTRATION: WHEN LAND PLANNING TECHNOLOGIES BECOME A TOOL FOR GOOD GOVERNANCE

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Land planning activities and services management at the municipal scale are pushing forward traditional computer tools in order to make these tools more holistic in approach. Besides traditional geographic information systems (GIS) new Municipal systems are including GIS as a base tool that can support other municipal obligations as tax collection, personnel assignment and scheduling, facility and stock management.

This new role for land related technologies, shifts the importance of GIS to a background tool and Planning Support Systems to a central stage; and this requires a different kind of planning professional, new demands of knowledge, new demands of software, new skills in managing the relationships between public ad private companies. While for the big municipalities there is still some degree of specialization, this holistic approach seems to be more important for small and medium municipalities.

In order to evaluate the requirements of these small and medium size municipalities a case study is presented: municipality of Vila Real de Santo António - VRSA - located in the south of Portugal.

At VRSA, all the municipal departments were evaluated in order to access their direct and indirect requirements of spatial and a-spatial information (survey, existent data, required data, interdepartmental relationships); afterwards a profile was developed in order to organize professionals accordingly to demands (including hiring new professionals); finally, a set of action steps was issued and programmed in time. The key conclusion points out to the importance of interoperable intra-extra nets, with different degrees of access, and also crisscrossing different municipal departments (one of the dimensions of this platform is the public access and interaction).

The personnel involved, and the tasks to be developed can earn substantially with this process. The degree of transparency and the speediness in processes warrants that, not only this saves money, increases municipal revenue, by allowing good and timely collection of taxes, but also this process increases the satisfaction of citizens when dealing with municipal authorities.

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INFORMATION AND COMMUNICATION STRATEGIES IN TIME ORIENTED PLANNING: THREE CASE STUDIES

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Main issue

The main issue addressed by this paper is the use of ICT in participated planning and the role of information/communication instruments in building up an environment for the co-design of solutions. The specific field being referenced is that of time-oriented urban policies: a terrain of innovation for planning practices, which is also stimulating instrumental research and technological advancement.

Methodology

The paper will discuss three recent case studies of urban time oriented actions, where innovative techniques and methodologies have been applied, implementing strategies for organizing, managing and using time-sensitive information in multi-actor environments. Two out of the three cases examined constitute a benchmark of technical and technogical innovation, having won competitions at

the national and regional level for the diffusion of innovation and new planning instruments in the public action sphere.

Cases / Data sources

- The Urban Time Plan of the Italian city of Bergamo: the Municipality is using new GIS technologies implementing temporal objects, in order to produce a cartographical reference of urban time;
- Concerto, an e-democracy initiative of the city of Lucca, developed in strict relation with the Urban Time Plan. The innovation is in the design of a communication and cooperation platform not only to inform citizens, firms and institutions, but opening a bilateral relation "on the side of the citizen" for participation in time oriented actions, especially enabling the "silent subjects" inhabiting the city (women, children, young people);
- Nomadic services: a project for structuring the research environment for new infomobility services aware of the territory and of the socio-anthropological conditions of the users. The project involves a large network of pioneers including research intitutions, industrial partners and public bodies.

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DYNAMIC MAPPING OF THE MEXICO CITY METROPOLITAN AREA: CHALLENGING VISIONS AND PRECARIOUS SOLUTIONS

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The Mexico City Metropolitian Area (MCMA) exerts considerable pressure on its regional environment at an unprecedented level. The cumulative effect of urban growth threatens the environmental sustainability of this region, so achieving a sustainable MCMA will depend on a sensible allocation of limited available land and natural resources. Hence, new approaches are needed to improve our understanding of the causes, chronology, and impact of different urban planning and management policies.

In this paper, we present the implementation of SLEUTH, a cellular automaton-based model, for simulating the growth of the MCMA. This model was applied to a 7 500 km2 region delimited by the Mexico Basin. It was calibrated using a historic time series of developed areas derived from remote sensing imagery and historical maps. Future growth was projected out to 2040 assuming three different policy scenarios: (1) current trends, (2) managed growth, and (3) ecologically sustainable growth. These scenarios allowed us to compare the implications of expected growth patterns with respect to the land consumption, impact on natural resources, and groundwater vulnerability. Results demonstrate the usefulness of SLEUTH for addressing a range of critical regional planning issues. Nonetheless, they also provide evidences of some important factors, such as spatial accuracy and sensitivity, that should be considered for practical application of dynamic mapping in developing countries.

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TRACK 6: National, Regional and Local Planning Under Conditions of Globalization

CO - OPERATION AND CONFLICT BETWEEN FIRMS, COMMUNITIES, NEW SOCIAL MOVEMENTS AND THE ROLE OF GOVERNMENT IN REVITALIZING A MINING TOWN IN MEXICO

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The aim of this paper is to analyze relationships of cooperation and conflict between a mining company and the involved communities, New Social Movements and the three levels of government in revitalizing a mining town in San Luis Potosì, Mèxico.. The mining company begun operations for an open pit mine of god and silver supported by officials from the local, state and federal government. The inhabitants of these communities supported by environmental .groups and NGOs argue that the project will pollute sources of fresh water besides of perturbing the environment and the ecology of the region.

The presence of the mining company (MSX) in Cerro de San Pedro has caused a severe social conflict among the inhabitants of San Pedro, Soledad y San Luis and has called the attention of all who are concerned by historic heritage, cultural and environmental issues. At the center of the controversy is the cheap and efficient technology. Federal and state Laws were violated. It is quite evident the lack of sensitivity of foreign mining companies toward the consequents of their activities upon the communities and environment. This case also shows the lack of negotiation between firms, communities, new social movements and governments in planning, development and revitalization of a shrinking colonial town..

Information about externalities and future costs of company activities is crucial but more crucial is formulation and implementation of more sensitive policies to avoid damage of the environment, biodiversity and health of population. Governmental institutions must be aware that their decisions may affect the community quality of life of actual and future generations only for a small increment in economic growth and large increase in private benefits of a small group of investors.

More informed citizens tend to be more active protestors, such as the case of the students in San Luis. Contact between informed individuals of diverse groups and organizations help to exchange experiences and create public opinion in favor of mobilizations. Community participation and involvement in decision making of community development planning is quite limited by the lack of critical information. This fact is critical when the local government can not provide the right information because there are other interests affecting the process.

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PLANNING APPROACHES & STRATEGIES TO REVITALIZE SHRINKING CITIES - A GLOBAL COMPARISON.

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At the Institute of Urban and Regional Development, University of California, Berkeley, the international Shrinking Cities project group has been dealing with a research problem that is of increasing importance in regional and local planning under conditions of globalization: "shrinking cities in a global perspective". This pre-organized paper session presents and discusses - through a series of case studies - successful approaches and strategic models of revitalization with examples drawn from Australia, Korea, Europe and United States. Through global study of promising strategies that address the situation of shrinking cities, we aim to contribute to an international dialogue about urban problems.

Many cities in the world today are experiencing shrinkage, which is characterized by a sustained loss in population accompanied by symptoms of economic crisis. While patterns of shrinkage differ, there are common features to the challenges faced by individuals and organizations, in both the public and private sectors, in addressing the consequences of shrinkage.

Due to the variety of processes leading to urban shrinkage, the situations in which different shrinking cities find themselves vary greatly. Acknowledging this fact, our session will consider a range of different approaches that have been explored in cities across the globe.

Political structures vary, as do the respective influence of key actors; various stakeholder groups may have different aspirations and criteria for assessing success in regeneration. The session will also look at differing strategies and policies under the following broad headings of culture; innovation; environment; and the role of new industries and technologies.

Key questions that are explored in the frame of the pre-organized session are described as follows:

- What are the important differences of context that have arisen through local and historical peculiarities, in the case of different shrinking cities?
- What political and social processes have been harnessed to address the problems of shrinking cities?
- Which policies and/or strategies have been applied to encourage positive changes in the situation of shrinking cities – for example to restore quality of life - and are they comparable?

This session is closely linked to the pre-organized paper session "Patterns of urban shrinkage – a global comparison" to be presented in track 13 Comparative Development Planning.

Presenters (in the order of their presentation)

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CULTURE-LED REGENERATION, CREATIVE COMMUNITY / CRAETIVE INDUSTRY AND THE SHRINKING CITY – MODEL PROJECTS

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Globalization, economic restructuring and de-industrialization have led many cities to experience demographic shrinkage and economic decline—the "shrinking city" effect. Many cities are now promoting cultural activities and creativity as an effective strategy for economic and cultural regeneration. Today, the so-called creative economy is showing unexpected dynamism in both post-industrial and developing countries, adding value to existing intellectual and cultural assets - creativity as the new form of capital. This paper examines the role that culture and creativity can play in re-inventing shrinking cities in the context of this new economy.

Twenty years ago, urban economic development aimed to preserve and attract manufacturing industries. Today, many local governments are finding that commerce combined with culture is the main driver of local economies. It is in this new economic climate that arts and culture are making an important difference, and there is a growing recognition that cultural attractions can not only drive urban growth, but also enhance the community´s quality of life.

The links between art, culture, urban design and regeneration are complex and subject to many interpretations. This paper focuses on examples that best exem-

plify 'good practices' in economic recovery through culture-led regeneration and how they can be implemented in shrinking cities.

Driven by cities in Western Europe, Australia, America, and, more recently, Asia, the debate on culture and cities has developed worldwide in the last decade. This debate is informed by a growing municipal understanding that cities must compete to attract investors (to re-locate) and visitors (tourism). Through model projects of good-practices and case studies, this paper will discuss and compare:

1. Innovative approaches taken by leading city regions that integrate economic development, cultural development, and urban design to create jobs, generate income, enhance the municipal image and generally improve the quality of life vis-à-vis a city's ability to attract and retain the creative sector.
2. To highlight the critical juncture where successful culture-led initiatives enhance the physical, social and economic well being of an area (resulting in improved quality of life). It is this holistic aspect of successful culture-led regeneration that ultimately informs sustainable planning.

The case studies are drawn from model projects and strategies that fall within five main categories:

1. Creative industries implementation
2. New Media Initiatives
3. Arts and creative Education projects preparing youth or adults for the creative economy
4. Region to region collaborations emphasizing creative talent and global industry linkages
5. Creative economy in developing countries – UN / UNCTAD/ UNDP-SU/SSC and UNESCO

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NEW ANTI-URBAN THEORIES OF THE METROPOLITAN REGION:

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New Anti-Urban Theories of the Metropolitan Region:
How The Apocalyptic Rhetoric in "Planet Of Slums" Undermines Progressive Planning Strategies

By Tom Angotti

In his 2004 New Left Review article, "Planet of Slums," Mike Davis describes an urbanizing world with more giant metropolitan regions, more poverty, and little hope for a progressive alternative. This approach revives Victorian-era fears of cities and the people in them, overlooks progressive aspects of the metropolitan era, and substitutes apocalyptic rhetoric for progressive strategy. While this is clearly not the intention of Davis and the United Nations studies he relies on, their work tends to reinforce deeply-rooted fears of the urban masses dating from the 19th Century, the determinism of the Chicago School of Urban Sociology, and contemporary neoliberal anti-urban decentralization strategies rooted in World Bank orthodoxy. For progressive alternatives, we must examine the political strategies of urban

social movements throughout the world, and reject the tendency by Davis and others to discount them as merely products of urban informality or parochialism.

Tom Angotti is author of Metropolis 2000: Planning, Poverty and Politics (Routledge, 1993) and numerous articles about global urbanization. He edited two special issues of Latin American Perspectives on urbanization and planning in Latin America, and contributed articles to those issues. He is Americas Editor for Planning Practice and Research, Co-editor of Progressive Planning Magazine, and Participating Editor for Latin American Perspectives. Angotti is Professor of Urban Affairs and Planning at Hunter College/CUNY in New York City.

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MEGA-EVENT DEVELOPMENT IN PORTUGAL, LESSONS LEARNED FROM THE EURO2004

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Sports championships are major events capable of changing the image of cities and countries. Countries use these mega-events to promote economic development, to attract foreign investment, to generate tourism revenues, to regenerate parts of cities and to increase populace self-esteem. But the major boost comes from their city marketing strategies. Host countries promote their image as modern, cosmopolitan and attractive places ideal to attract footloose capital. The EURO 2004 European football Championship is one of such events. It took place in Portugal during approximately one month. The country constructed and renovated 10 stadiums for the championship. The purpose of this paper is to analyze the vision, proposals and main socio-economic impacts of this mega-event for the country. These implications include place marketing, infrastructure development, tourism, socio-economic development. This paper is guided by the following research questions and propositions: running a major sports event can be very lucrative, though it will not necessarily be so, but do mega sporting events provide a boost to the host nation´s economy that justifies the substantial costs and risks? Are those effects permanent or transitory? Are they limited to the duration of the event? Or can these sporting events leave a lasting economic legacy? Is this the best way to achieve such economic benefits? The argument of this paper is that the EURO 2004 was above all a country marketing strategy conducted by the government supposedly with benefits for the country has a whole. The research methods used include specialized literature review, media reviews and semi-structured interviews. One of the key finding of this paper is that the EURO 2004 belongs to the same category of events as the Expo´98 and the Porto 2001, which have the capacity to incrementally change the image of Portugal at the international level. I conclude with the several major lessons learned along the following lines, mega-events should have powerful and marketable visions; they should maximize their long term impacts and not their ephemeral nature; their organizations should work very closely with all different levels of government (local, metropolitan and national)

and include public accountability routines built into them; they should not be perceived and used to fix all problems in cities; mega-events should be used as exceptional planning interventions in cities and not sought after as routine strategies with miraculous effects.

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FREE INDUSTRIAL CITIES AND GATED COMMUNITIES: THE TERRITORY REORGANIZATION BY THE GLOBALIZATION OF ECONOMY

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Cities worldwide are transformed by the globalization of economy. During the last forty years we witnessed an accelerating urbanization process, new types of cities are emerging, and existing cities are transformed leading to the reconfiguration of the world's urban landscape. These mutations foreshadow the urban future as well as our future living environment. This paper will discuss the privatization of public spaces and the socioeconomic exclusion found in two 'new types' of cities.

The first type is the reverse side of "global cities" (Sassen, 1991). These urban industrial free zones or free industrial cities are emerging rapidly in the developing world (Guay, 2005; Belanger and Guay, 2005). Since thirty years, governments seek to territorially concentrate a large set of incentives, in order to influence the localization of firms. Tax exemptions and territorial deregulation constitute the economic development strategy where public and private partners construct a world network of free zones (cities, districts and regions). These extraterritorial developments combine industrial activities (and other economic activities) with dormitory sectors for the workers, luxurious residential areas for the managers, basic shopping facilities, health infrastructures and recreational facilities.

The second type, the gated communities, is better known by the public and is also increasing rapidly in number (Murie and Musterd, 2004; Atkison and Blandy, 2005). We can find these cities in heterogeneous urban areas contributing to the socioeconomic (and sometimes ethnic) segregation. Mostly residential and excluded from the surrounding urban fabric, access is controlled by walls, fences or private guards. Residents can appreciate a well planed and well designed built environment, urban safety, tranquility and the best 'public' services and amenities while trying to minimize their fiscal contribution.

Despite the important differences between these two types of cities, they share some spillover of the globalization: privatization of public spaces and socioeconomic exclusion. Public authorities and urban planners will have to decide if and how the development of these urban environments should be influenced to better meet the need of the society.

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SCHIPHOL AIRPORT AMSTERDAM: TO UNDERSTAND THE PAST IS TO SECURE FUTURE ECONOMIC GROWTH.

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Schiphol Amsterdam, the main airport of the Netherlands, is a dynamic node, where the space of places and space of flows meet. The days that Schiphol was just an airport are long gone. This makes it a complex entity. The different governments concerned with the future development of Schiphol appear to be indecisive and lack adequate knowledge needed to understand the dynamics of the airport, as a result of which the planning process is insufficient.

It seems that reality and the administrative situation do not fit anymore. Spatial supply and demand differ enormously. Schiphol and the national government both conceptualize the airport by calling it a mainport, but both define the same concept differently. The mainport concept was formed in the mid-eighties, when the Dutch economy was in a period of recession. Two economic engines were appointed: the Rotterdam Harbour and Schiphol Airport. Now after almost twenty years Schiphol evolved enormously while the mainport concept used by the government hardly changed. How is this possible?

In this paper I will describe the forming of the mainport concept and the evolution of Schiphol. After assessment of this evolution and the concept, which is done by a combination of in depth interviews, a comprehensive literature study and the analysis of the operative policy documents, I conclude with a problem inventory. I argue that this inventory can help us understand why the mainport concept and Schiphol differ today and why reality and the administrative situation do not fit anymore. In this way, the problem inventory will provide a good basic framework in order to find a solution and make sure that in the recent future reality and the administrative situation will be one again.

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PLANNING FOR "MEGAREGIONS" IN THE UNITED STATES

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Urban and regional planning scholars and regional planners across the United States are working together to assess and plan for the nation´s megaregions, the eight to ten large, connected networks of metropolitan areas. The Census Bureau expects 70 percent of the nation´s population growth and 80 percent of its employment growth to occur in these megaregions because these are the areas where population and employment are already concentrated. The pressing question is how to assure that these megaregions are economic engines for the nation. Key economic, demographic, and spatial trends need to be addressed to accommodate growth, assure quality of life, and encourage economic prosperity. These trends include very uneven development among different regions of the country; deteriorating infrastructure; growing inequities within regions among suburbs, cities, and rural areas; loss of natural areas as suburban development spreads; differing impacts of national fiscal and economic policies; and varying connections to global markets and immigration streams.

This paper will assess the efforts to plan for megaregions in the United States through analysis of plans drafted thus far (for "Cascadia," Southern California, the Northeast, Piedmont, and the Great Lakes), assessment of the literature on megaregions in the United States and Europe, and interviews with the planners involved in the efforts. The paper will consider quality of analysis of the situations facing the regions, efficacy of recommended strategies, effectiveness of political positioning, and other issues, drawing on literature on quality of plans for smaller regions. The paper will suggest directions for strengthening the megaregions planning initiative.

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LOBAL CITY SÃO PAULO: FINANCIAL FOUNDATIONS F A MIRAGE

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his paper asks whether there is a new pattern of urban space production in Sao aulo associated with globalization. It investigates whether finance and internationlization, features of the current mode of capitalism, are present in urban planning ractices and in the real estate sector responsible for producing the "globalized" ace of the city. Finally, I discuss the myth of Sao Paulo as a "global city."

I have surveyed one of the main fronts of the real estate market expansion in Brazil: the new urban business hub in Sao Paulo. Characterized by the proliferation of megaprojects—office towers, hotels, music halls, shopping centers, and mixed-use building complexes—, a new city skyline emerged that resembles the landscapes of power in major developed countries.

Going beyond the glittering new city born overnight, I sought to investigate the practices of the several actors involved: real estate market strategies that set the destiny of the new city; finance circuits that spurred the real estate boom; attempts to attract international capital inflow; the role of public authorities in facilitating these processes; new ways to access public funding; and the resistance of local populations.

I sought to identify financial real estate market mechanisms, such as investment funds, and governmental mechanisms like the Cepacs, a municipal bond for public-private partnerships. I also investigated the participation of foreign capital and the operations of foreign real estate development corporations.

The financialization of real estate promotion, which in central countries arose from the explosive combination of credit institutions and the real estate industry, acquired another configuration in Brazil. Pension funds became a sort of substitute for credit, which is practically unavailable for corporate buildings. These funds imposed financial logic on the production of space, by defining location in the city and the characteristics that make financial assets out of buildings. Place entrepreneurs, for their part, used these funds to reproduce here, on a reduced scale, the model of the US "growth machine".

Scholarly research on this topic has been scarce. As a result, a vast amount of information on these phenomena has been restricted to economic and political agents. This prompted me to interview place entrepreneurs, real estate experts, pension fund managers, financial market professionals, realtors, government employees, business association leaders, and neighborhood associations (ranging from high and middle-class groups to slum dwellers). Interviews were combined with data collection, and a photographical survey.

The results of my research indicate that the current "landscape of power" in Sao Paulo combines elements of speculative mercantile logic and elements of financial logic. The efforts to interpret this landscape can supply us with data that may reveal who really designs the city—in other words, how capital becomes urbanized and what are the consequences of such urbanization in a semiperipheral metropolis like Sao Paulo.

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THE FRENCH "COOPERATIONS METROPOLITAINES": A NEW TOOL FOR PLANNING UNDER CONDITIONS OF GLOBALIZATION

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According to the GaWC ranking, 4 out of 10 Alpha World Cities are European. However, they are much smaller both in population and in surface than their American or Asian equals. This rises the question of the importance of size versus other factors in the process of globalization.

Excepted Paris, no French city is ranked within world cities, while for instance several German cities have reached a "world-cityness". Strong city-regions organized by systems of cities are necessary:

- on a national level, to keep the competitiveness of the whole country;
- on a European level, to reach the "Lisabon objective" of creating "the world's most competitive economy of knowledge".

To make a step forward, the French Government has proposed to voluntary city-systems to experience cooperations based upon:

- strategic project-oriented planning
- renewed partnerships (public-public, public-private) with a better governance.

15 city-systems have been chosen in 2005 for that experience and are now at work.

The paper will analyze:

- the impact of globalization on French and European cities
- the game going on between the actors (EU, French State, local governments, civil society)
- the first outcomes of the experience.

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REGIONAL INEQUALITY IN MEXICO BEFORE AND AFTER TRADE LIBERALIZATION

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Recent studies have found that regional inequality within countries is rising in different parts of the world. Mansori (2003); Noorbakhsh, (2003); Duranton and Monastitiotis (2002); Gaetano and Mauro (2002); Hu (2002); Fujita and Hu (2001); Paluzie (2001); Webber and Weller (2001); Magrini (1999); Haaparanta (1998); Cragg and Epelbaum (1996); and Fuchs and Pernia (1987). Many studies have proposed trade liberalization as a cause of this latest increase. Sanchez-Reaza and Rodríguez-Pose (2002) and Puga (1999). The aim of this paper is to explore the evolution of regional inequality in Mexico before and after trade liberalization along different socio-economic dimensions. Maps of indicators like population, literacy and basic infrastructure as well as per capita income, share of labor by sectors as well as characteristics of the labor force will be displayed and analyzed in order to find potential spatial patterns (using spatial techniques).

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SHARING NOT BORROWING: COMPARING RESIDENTIAL DISTRICT SUSTAINABILITY IN SHANGHAI AND CHICAGO

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Issue

Chinese planners seek planning assistance from colleagues across the globe, including the United States. What planning policies and practice from US city planning might Chinese planners borrow?

We question this strategy for two reasons: globalization pressures and sustainability demands.

Globalization: Local plans accommodate the demands of global investors, lenders and builders. Planning standards with strong ties to the United States and Europe exert global force. Find local, make global.

Sustainability: Plans that focus on sustainability resist the imposition of international standards balancing the demands for uniform standards against the loss of unique environmental assets. Act local, think global.

Borrowing planning knowledge from prosperous and powerful nations seldom serves sustainability. Planning innovations may appear in any urban locale across the globe. How do we learn to recognize and learn from such adaptive responses? How do we discover plans worth sharing?

Method

We describe density and accessiblity of residential settlement districts in Shanghai and Chicago. Districts selected along a linear transect extending from city center to rural edge.

Density measures: boundaries, coverage and intensity

Accessibility measures: location, connectivity and flow

Analyze the plans and planning tools used to justify and guide each district type in each city. Identify planning standards that foster growth, sustainability or both and assign sustainability scores for each district using functional and structural measures (energy sustainability). Functional measures focus on use (reliance on automobile use or type of utility service). Structural measures emphasize the form and arrangement of dwellings and infrastructure (dwellings in building, energy insulation).

Analysis

Compare the two planning strategies: borrowing and sharing.

Borrowing: Do residential settlements fit current planning standards? Asking the question this way focuses attention on the local adaptation and use of planning standards. Standardization generates the framework for application and interpretation. Chicago becomes the proper role model by reason of global dominance, not planning competence.

Sharing: Do residential settlements meet sustainability goals? Asking the question this way shifts attention from the adoption of planning standards to study the effects of plans on the sustainability of residential districts. Planners use planning tools to balance the demands for growth and implement the ideals of ecological balance. Planners in both Shanghai and Chicago grasp the fit or friction between growth oriented and sustainability oriented measures of residential districts using shared goals rather than borrowed standards.

Conclusion

Conducting systematic comparisons from different planning viewpoints can clarify how to prepare and evaluate descriptions of basic planning typologies (residential districts) that support reciprocal sharing rather than one way borrowing.

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COLLIDING LOGICS - CONSTRUCTING URBAN INFORMATION INFRASTRUCTURE THROUGH PUBLIC-PRIVATE COLLABORATION, A CASE STUDY FROM HELSINKI FINLAND

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At present the European level de-regulation policies extend to most utility services and hence are connected to the transformation of urban geographies (Graham & Marvin 2001, Healey & al. 1995). The de-regulation of the information and telecommunications services took place in 1997. The inherent tension in the emerging digital public sphere is that between two notions of freedoms; the freedom and openness characteristic to a public good, (i.e. seeing information services as 'basic infrastructure' and utility services), and the freedom and openness of markets implied in the European de-regulation policy. Even though the construction of the digital layer of urban infrastructure involves supranational regulation and global private companies, a study of European urban braodband policies shows that it is the cities and local authorities, who are taking an increasingly decisive role in steering the development (Winden & Woets 2004).

With a case study from Helsinki Finland I will show that local and regional levels are still effective forums for negotiation and politial decision making. The paper is based on my dissertation research in progress on a large new housing development project for a mixed-use city district called Arabianranta in the Eastern waterfront of Helsinki. The case study focuses on the public private partnership which organized the broadband information services for the city district. The data consists of documents, 41 interviews and participant observation of 43 project meetings. By looking at the micro-level argumentation in the meetings between planners, telecorporations and a local business development company, I discuss how the 'ideological dilemmas' (Billig 1988) were resolved discursively, but more importantly, by creating novel institutional arrangements in which the colliding logics of the information infrastructure could co-exist.

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BRANDING THE CITY: A VALUABLE TOOL AND A DISTINCT FOCUS OF PLANNING

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The environment in which cities operate has been drastically affected by globalization, which has created new conditions for city planning and city management. Increased competition between cities for investment capital, state funding, visitors and residents, is one of the key characteristics that cities have to adapt to.

As a response, cities all over the world resort more and more to marketing techniques and methods in their planning practice and governing philosophy. Specifically the concept of city branding is increasingly popular, within city management and planning officials. City administrators, however, tend to adopt merely those parts of branding theories and methods that can be easily comprehended and applied, namely promotional activities.

City branding is a valuable tool for planning, as it provides the basis for developing policies to pursue local development but it also serves as a conduit for city residents to identify with their city. At the same time, it provides a distinct focus for the whole planning exercise by offering the common ground needed for the integration of various policies. City branding is a complex activity with origins in and effects on the general operational, physical and social environment of the city. Such an activity, demands a wide view on its spatial effects and an appropriate organizational structure that can work as a platform for seeking out synergies between the various actors and stakeholders involved. There is a direct and clear relationship between general planning and city branding; a relationship that has not yet been clarified. Partial implementation of city branding processes, which does not take into account the goals and demands of general planning but also the wider social environment is bound to have undesired results and lead to conflicts that could be avoided.

The central question investigated in this paper is twofold. First, it suggests a framework for city branding, adopting a wide definition of the concept, in order to describe the steps involved in the process of branding a contemporary city and the way in which this process can be integrated with the general planning goals and the spatial reality of the city. Secondly, the paper draws on the analysis of a series of expert interviews undertaken by the author in four major European cities (Amsterdam, Athens, Budapest and Brussels) that have recently engaged in branding exercises. The results of this research clearly support the theoretical suggestions, and are used to demonstrate processes and elucidate concepts with concrete examples from the practice of city branding. In this sense, the proposed paper is highly relevant both to planning educators and practitioners, as it provides new theoretical suggestions for a relatively unexplored subject and it offers valuable lessons to be learned from the investigated cities.

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STRATEGIC SPATIAL PLANNING OF MEDIUM CITIES IN CHINA IN THE FACE OF URBANIZATION AND GLOBALIZATION

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Urban development has become a global phenomenon and the urbanization of developing countries, which have most of population in the world, is accelerating. At the same time economic globalization has led to increased competition for resources between cities. Urban planning must respond to this imperative.

China, the largest developing country in the world at the most rapid speed of growth, is in the face of a great pressure of urbanization and globalization. From 2000, a new type of planning, urban development strategic planning (literally) rose voluntarily, which is initiated by local governments and should belong to the category of strategic spatial planning. With the transforming from planned economy to market economy in China, the legal planning, master planning do not fulfill the practical requirement for city development and administration any more. Urban development strategic planning breaks through the limitation of time, space and content in traditional master planning in China and adapts to the situation that cities are facing now. It can be said that urban development strategic planning is one of the key words of urban planning in the past five years in China.

From a series of this kind of planning researches that my institution made, the paper chooses three typical medium cities: Panzhihua, Zhongshan, Nanyang as the cases to analyze systemically urban development strategic planning of each from six aspects: initiation, goal, method, process, content, implementation. The similarities are generalized and the differences are discussed.

The case cities have different background of development. Panzhihua is in the west of China and developed under the national heavy-industrializing policy in the 1960s. Zhongshan is in the Pearl River Delta, one of the three metropolis regions in the east of China, and developed through labor intensive industry such as garments and other fiber products after 1980. Nanyang is in the middle of China, a broad agricultural area. However, they have the same size of urban population about 500,000 and grow rapidly. They are all facing the same opportunity and challenge of massive population transfer from country to city and economic globalization. They all require finding a sustainable way of development to enhancing their "Regional Center" status.

The development of medium cities just like the cases is significant evidently. The cities with the population from 500,000 to 1,000,000 are 42.3% of all the cities in China and spread all over the country. The exploration of the case cities in strategic spatial planning must give many cities, which are not limited in China, some reference and inspire.

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THE ROLE OF INNOVATION PLANNING IN AUSTRALIAN SHRINKING CITIES AND REGIONS

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Innovation is a significant driver of growth and hence one of the main contributors to a productive and prosperous region (OECD 2001). Industry growth, job creation, emergent areas of new technology and the development of smarter industries have a founding in entrepreneurial and innovative activity. However, innovation studies have focused on the strengths that cities, and in particular central business districts have in relation to the industries of the emerging 'knowledge economy'; notably IT, new materials, biotechnology or nanotechnology. Peripheral suburbs, areas in industry decline, remote regions and cities undergoing processes of shrinkage fall out of the expectations of the knowledge economy and therefore planning instrument do not necessarily focus on innovation as a critical element of development and revitalisation. This paper argues that shrinking cities and regions have particular innovation processes that require specific planning measures for innovation-intensity.

International research has shown that some regions have higher levels of innovation than do others and that these levels are not random (Acs 2002). Recent research also has show that resource industries in Australia belong to the group of the most innovative industries. Despite these findings the best examples of shrinking cities in Australia share the common characteristic of being resource-based cities. The hypothesis to be discussed in the paper is that 'industry innovation' alone is not a critical condition for sustainable development of shrinking cities as there are other forces (cultural, migration, life-style choices, proximity to big metropolitan centres, type of 'keeping people' strategies, entrepreneurship, extend of knowledge professionals living and working in the place) that might have a bigger impact on sustainable development and revitalisation of shrinking cities. Therefore, innovation has to consider other elements at the city level not only at the industry level.

The paper will explore the hypothesis using case studies of Australian cities as the main approach. Three main cases have been selected for analysis: Whyalla in South Australia, Mount Isa in Queensland, and Broken Hill in New South. Statistical analysis of selected shrinkage indicators of the last 40 years will be presented along with interview and case data.

While the debate on shrinking cities is intense in North America and Western and Central Europe, it is not yet an issue in Australia despite the critical impact that cities with shrinking patterns have in regional Australia and in the development of resource intensive industries such as mining. The paper will contribute to the pre-organised paper section by discussing the role of innovation planning and policies in revitalisation of shrinking cities.

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ENVIRONMENTAL CHALLENGES AND THE SHRINKING CITY

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Central theme

This paper will examine policy approaches in a number of cities faced with conditions of economic crisis attended by population loss: why issues of environmental have been targeted; what measures were put in place; and whether positive results can yet be reported. Its thesis is that environmental concerns can act as an important catalyst for change in conditions of stasis and retrenchment

Approach and Methodology

The paper compares experiences in a number of cities in Europe and America, including Pittsburgh (US), Gelsenkirchen (Germany), and the Newark and Sherwood district in the UK.

It briefly assesses the different manifestations of shrinkage, due to the operation of different factors and processes, before turning to the observed responses from key actors and comparative outcomes for different stakeholder groups.

Relevance to education, practice, or scholarship

The phenomenon of shrinking cities is widespread: perhaps one city in six can be characterized in this way. The challenges posed by shrinking cities are therefore faced by planners in every region of the world. At the same time, awareness of environmental issues has been increasing among both policymakers and the general public: some countries have undertaken binding commitments in the environmental sphere under the Kyoto process, while others – such as the US – are implementing programs at the sub-national level. These issues come together in the consideration of how actions in the environmental sphere can help to address the challenges posed by shrinking cities.

Key data

The following indicators are proposed for comparative purposes:

Numerical indicators:

density of settlement and urban permeability; % green space; development by area on brownfield sites; modal transport split; particulate pollution and incidence of respiratory disease; water/energy use: the installed capacity of renewables and employment in environmental sector

Tick list:

presence of fish in major waterways; existence of local authority environmental plan and incentive scheme for renewables

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LOCAL POLICIES FOR GLOBAL PROBLEMS, NEW CHALLENGES FOR IMPLEMENTATION: THE CASE OF MIE PREFECTURE, JAPAN

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Developed countries have been relatively successful in controlling some of the so-called local environmental issues, such air and water pollution from industrial activities. However, environmental problems have changed, as well as the context in which environmental policies are implemented. Nowadays, planners are facing different problems, which have diverse incentive mechanisms and cannot be solved locally, as the challenging environmental issues global problems, such as climate change and biodiversity loss.

This paper aims at understanding the challenges local governments face to implement policies to deal with global problems using an empirical research of two cases in Mie prefecture (province) in Japan. The research was based on case study methodology and the field research was conducted in 2004 and 2005.

The two cases in Mie prefecture examined different frameworks of environmental policy implementation. In the problems of industrial environmental pollution in Yokkaichi in the 1960s and 1970s, local governments played a fundamental role and were able to improve environmental standards gradually. Civil society was mobilized to press governments and companies to respond to their environmental demands. In the 1990s and 2000s, local governments faced a different problem: climate change. Mie prefecture had made a lot of efforts to implement its emission reduction plans. Differently from the Yokkaichi case of industrial pollution, this time Mie prefecture had had the participation of industrial companies, which voluntarily adhered to some of the governmental initiatives, but had difficulties with the mobilization of civil society.

New environmental problems need new environmental management tools and policies, as well as implementation mechanisms. Today's global environmental problems, such as climate change, need different approach to policy making and implementation. Local governments still had a strong role to play, but now it should be a different role. A much stronger participation of civil society and integration among the different levels of government are necessary, as well as stronger partnership between public and private sector. New environmental mechanisms, like economic instruments and negotiation, can help the new challenges of implementation. The experience in Mie can help to understand and think about those new challenges.

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CHALLENGES OF THE URBAN AND REGIONAL PLANNING IN TERRITORIES OF TECHNICAL AND SCIENTIAL HIGHT DENSITY IN LATIN-AMERICAN COUNTRIES: THE CASE OF CAMPINAS METROPOLIS, SÃO PAULO STATE, BRAZIL

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This work presents limits and possibilities to the Urban and Regional Planning in territories of technical and sciential hight density in Latin-American countries. These territories result of the dialectic interaction between the social-spatial formation (SANTOS, 1978) of each country and the globalization process. It is concentrated many capitals, it´s created a dynamic market and an strong urban increase. It´s attracted migrants without qualification and results in a big inferior circuit of the economy. The national metropolises are expressive part of these territories, they structure more amples regions, "macro-metropolises", megalopolises, "metapolises" sometime.

It´s choosen for a case study the Campinas Metropolis, situated in São Paulo State, Brazil. Campinas is an important center of research in the telecommunication and computer science areas (one of the 47 word-wide centres of technology innovation – ONU) and it is placed just a 100 km of São Paulo Metropolis, one of the greaters metropolises of the planet.

The dialectic approach has three most important reference: the Milton Santos´ Critical Geography (1978, 1985, 1987, 1994 and 1996), the Flavio Villaça´s Theory of Intra-Urban Space (1978 and 1998) and the Marcelo Lopes de Souza´s critical vision of Urban Planning (2001). It is analyzed data census, bibliographics, cartographics, images of satellites, urbans plans, metropolitan proposals. It is verified that the territorial structure metropolitan is decurrent of a complex of private and publics actions throughout more than one hundred years, constituting transports and energy nets – railroads, roads, airports, oil and gas ducts, hight-voltage nets – that they guarantee the presence of the global capitals in the secondary and tertiary sectors.

The Urban and Regional Planning is being little efficacious in the present period of globalization because: the real estates interests presents stronger politically than the vision of the planners, it is permited a fragmented urban expansion, excluding and of irrationals low densities; the state capitals are guided to attract and to guarantee the presence of the great corporative capitals, it is investing little in the social areas and in the conservation of the environment; the fragility of the local power with very inferior budgets to the increasing social demands and the institucional fragility of the metropolitan planning, without power and resources, disclosing the low attention of the State for the intra-urban questions, the scale of its citizens.

The Latin-American metropolises inserted in the global circuits of the economy are territories of excellency and exclusion, to plan them to guarantee satisfactory standards of urbanity for its population requires that structural contradictions of the destination of the public capitals are surpassed, it is necessary the organization of the territory and the participation of all the social actors in the administration processes and planning, not only the local elites and the global capitals.

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Urban Planning, Regional Planning, Latin-American Metropolis, Campinas-SP-Brazil

ECHOES OF THE ADELAIDE MULTI-FUNCTION POLIS: MAWSON LAKES AS GLOBAL TECHNOPOLE OR LOCAL MILLPOND?

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Increased inter-urban competition on a global scale has predicated the emergence of more entrepreneurially oriented governance policies to bolster the competitive position of cities. In essence, entrepreneurial governance is premised upon highly flexible, strategic alliances with private sector organisations and/or other public sector agencies. Pursuing a 'winner takes all' model, many cities have sought to reinvent themselves as vibrant and cosmopolitan global landscapes through city marketing campaigns and inner city revitalization projects. While much attention has been given to the recreation of cities, during the 1980s a significant degree of political and private sector attention was brought to bear upon the development of new master-planned cities. These cities were conceived as global technopoles (Castells and Hall 1994), that innovatively combined high-tech economic activity, with socially vibrant community development in an ecologically sound and environmentally sustainable form. One form of this 'technodream' was the Multi-Function Polis (MFP). In 1987, the Japanese Government proposed the joint establishment of an MFP in Australia. Envisaged to accommodate up to 100,000 persons, the MFP was strategically proposed and enthusiastically received in order to enhance international economic linkages and policy agendas. Following a national tendering process a site to the north of Adelaide, the capital city of South Australia, was selected. However, despite initial enthusiasm the MFP project was destined to suffer a number of set backs that eventually witnessed the withdrawal of funding from the Australian Federal Government in 1996. In the vacuum created the proposed MFP Australia was downgraded to a satellite residential development and renamed Mawson Lakes (Hamnett 1997). Marketed as ' the new heart beat of Adelaide', Mawson Lakes is now a reality and, when completed in 2010, it is envisaged to accommodate 10,000 permanent and 5000 student residents. Incorporating a major campus of the University of South Australia and the Adelaide Technology Park, Mawson Lakes demonstrates a purported number of international linkages through multinational firms such as Motorola and Saab Systems. Environmentally, the principle developer Delfin, asserts that the creation of the artificial lakes system and the recycling of 'grey' water are both in' harmony with local environmental conditions' (http://www.mawsonlakes.com.au) and at the forefront of global environmental technologies. Yet fundamental questions remain concerning these claims. Foremost amongst these is the curious and indeed dubious rhetoric of inner city spatiality and vitality deliberately constructed about the development, the extent to which the economic linkages forged are regional, national or international and the veracity of the purported environmental innovations. Tracing the political, economic and social fortunes of this development since the collapse of MFP funding in 1996, this paper critically examines whether Mawson Lakes does indeed give effect to some of the aspirations of the MFP proposal or whether it is simply another residential development serving the needs of the city of Adelaide.

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GLOBAL DUBAI: ONE PART DESERT, ONE PART BEACH, TWO PARTS MICKEY AND MODHESH

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Dubai is at the height of its transformation- rapid, large-scale, and in many ways, subversive transformation. Urban planners have yet to tackle seriously some of the key questions arising out of Dubai's development strategy; questions of scale and focus, questions of equity and sustainability, questions of its emerging urban form and architectural and cultural landscape. For some, Dubai has lost "its soul" and is selling itself to the highest bidder. For others Dubai appears to embody the triumph of the future: an "authentic" mix of the local and the global, the Islamic and the cosmopolitan, the promotion of the diverse with the preservation of the ethnic.

I put forth that contrary to recent research that accords primacy to human agency, the "luck" of locational and resource advantages, and the "muddling through" strategy of opportunistic but unplanned policies, Dubai's leadership is in fact forging a coherent, deliberate economic diversification strategy centered on becoming a global city-region. It is "plugging in" into the circuits of globalization by rewiring its relatively marginal position. Based on fieldwork, primary and secondary source economic and social data, and interviews of the key actors, I argue that although this strategy is instigated and accelerated by a visionary leader, it is in fact a rather delocalized collaborative strategy forged through negotiation and agents of global best practice. These are rooted firmly in the theories and "best practices" of urban planning and competitiveness theory and practice. From free zones, to competitive industry clusters, to market- oriented land use and development policies, to new urbanist neighborhood design and transit-oriented development to networked knowledge communities, Dubai is systematically adopting and adapting many of the policies and implementation "tools" proposed or promoted by urban planning and development educators and practitioners. How well designed are these strategies, policies, and implementation plans, how compatible and sustainable are they in the local context, how well executed and how likely are they to succeed are all questions being addressed in a systematic analysis of Dubai's development strategy. As Dubai is increasingly being touted as a model by leaders in the region, in Asia, and in North Africa, urban planning educators and practitioners will find the debate on Dubai not only interesting but critical to the theory and practice of urban planning in the 21st Century.

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GLOBAL CITY SOUTH: PERSPECTIVES ON GROWTH AND INEQUALITY

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This paper develops a comparative framework for understanding the equity implications of the globalization of very large cities in developing countries. It does so through a review of studies from the fields of urban planning, economics, politics, and geography that apply the global city concept to developing country contexts. A central hypothesis of the global cities literature is that the function of cities as 'command and control' centers in the global economy inevitably leads to new types of inequity. This inequity takes three main forms: socioeconomic polarization between an elite professional class and a low-wage service sector class; socioeconomic segregation and the marginalization of poor communities; and the emergence of 'entrepreneurial' urban politics heralding the empowerment of elite and corporate interests. While some have argued that cities in developing countries are increasingly experiencing these issues as well, critics have argued that this perspective of urban convergence overstates the power of actors and institutions operating at a global level, and underestimates local agency and contingency.

This paper argues for a framework that moves beyond from this focus on convergence. It begins with a review of emerging perspectives on globalization and urban change including: an understanding of the diversity of forms of integration into the global economy; recognition of the inherently negotiated and hybrid nature of urban outcomes; and the use of actor-centered frameworks. These ideas point the way towards a new framework that shifts the focus from the diffusion of urban models from the developed to developing countries, to one that focuses on the processes of change that emerge as actors in diverse settings respond to the incentives and threats presented by the process of globalization. The paper argues that three main processes are at work: the emergence of urban regimes; the privatization of planning; and the flexiblization of work. These processes, however, lead to very different social, spatial and political outcomes in different settings. This perspective leads the way not only to a clearer analysis of change, but also to clearer and more practical policy and planning implications.

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NATIONAL POLICY AND STRATEGIES FOR URBAN DEVELOPMENT IN INDONESIA

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After the adoption of the policy for decentralization and local autonomy, development of urban areas in Indonesia is affected by social, economic and political changes. With the shift from centralized to decentralized government and the development of local autonomy, urban development is now the responsibility of the local government.

Several important issues in urban development include, among others: the unbalanced growth and development between cities and regions; rapid urbanization; the persistence of extreme urban poverty; social disparity; urban quality of life; and limited local capacity – in terms of human resources, institutional, and financial capability. The capacity of local government becomes a more urgent issue with the implementation of the decentralization policy, the pressure to implement good urban governance and the need for a sustainable urban development.

Conversely, while urban areas in Indonesia are still facing internal problems, the challenge of globalization is increasing, causing a higher burden for urban areas. There is a need for greater collective efforts to boost development in order to be able to participate in the global competition. It is important to have a national policy and strategies for urban development that can be used as guidance in implementing urban development, at national as well as local levels.

It is important to note that urban development is not necessarily standardized, but should conform to the local conditions, needs and cultures. This should result in the development of cities that enhance their specific image and characteristics.

The urban development policy and strategies should be agreed and be accepted by all stakeholders of urban development at the central as well as local level. Therefore, an inter-sectoral, inter-departmental mechanism to build consensus should be developed, including the government, civil society and private sector.

Efforts to formulate national policy and strategies for urban development have been going on for several years. With the recent changes in Indonesia, i.e. decentralization and local autonomy, democratization, good urban governance, and sustainable urban development, the need for a national policy and strategies for urban development became more urgent. Several workshops were done to obtain aspirations and inputs from various urban development stakeholders: various institutions and ministries responsible for urban development, local government, the private sector, civil societies including universities, as well as individual experts. Finally, by the end of year 2005, a National Policy and Strategies for Urban Development was formulated and was issued in the form of a Ministerial Decree of Public Works.

This includes efforts to ensure that the decree is understood, well received and will be used as guidance at the central as well as local level, in addressing issues, problems and challenges in urban development.

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REGIONAL PLANNING FOR RESCALING FROM BELOW: COMPARATIVE STUDY OF TWO JAPANESE GLOBAL CITY-REGIONS

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This study examines the effects of globalization on government structure. I conducted a comparative case study of two Japanese world cities, Tokyo and Osaka, Japan, including personal in-depth interviews of local and central decision-makers. The purposes include: to observe the relationship between decentralization, regionalization and globalization and to identify the importance of local leaders in the governmental rescaling. Existing globalization theories offer only partial explanations on government rescaling (e.g. World city thesis by Friedmann (1986); the nested-system by Hill and Fujita (2003); the "glocalization" by Swyngedouw (1992); and the new localism by Goetz and Clarke (1993)). This study examines the interactions between and among various levels of political leaders to propose a fuller understanding about globalization and its effects on government. Its findings include, 1) the economic effects of globalization only indirectly cause government rescaling, 2) globalization stimulates political reactions between and among the central government and local governments for uneven intergovernmental relations and government rescaling, 3) local leaders play instrumental roles to create changes in the intergovernmental relations and government rescaling, and 4) globalization becomes a rhetorical political tool in rescaling politics.

This study observes uneven economic effects of globalization motivate the Japanese central government to implement selective local investments, abandoning balanced national development policy. Local leaders had substantial influences in this policy shift. Tokyo persuaded the central government to make concentrated investments in the nation´s strongest global city. In response, the leaders of the disadvantaged second economic region Osaka sought decentralization for political autonomy and regionalization for local economic viability. Local leaders of both areas used regional planning as instruments to rescale local interests to regional. Decentralization and regionalism emerged from these political interactions and local-to-local rivalry perceived in changing intergovernmental relations. In the process, the need for global competitiveness and local identity became a rhetorical political tool.

This case illuminates the effects of globalization on government. The combination of decentralization and regionalization under globalization happens not because global economy connects cities directly, reducing central government influences, but stimulates uneven intergovernmental relations. This explanation does not contradict existing globalization theories. By adding the actions of local actors, this political interactive approach can reconcile competing globalization theories, such as the world cities thesis versus the nested scale theory and the state "glocalization" versus the new localism in the globalization literature.

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HOW MUCH POWER DOES LOCAL POWER HAVE?

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These last years both main stream neo-liberal and heterodox critical planners have insisted that local governments are able to go beyond the traiditional and conservative local management of economic and social crisis in the peripheral countries. Is it realistic? Is it possible to invent and go through paths that actually go beyond the simple business as usual which turned mayors into entrepeneurial and competitive managers condemned to the famous war of places. Is it possible to go beyond a local agenda which most ambicious aim is to manages conflicts which are the result of social structure and strucutural adjustements – first generation, second generation, , nth generation? Would local governments be able to introduce real changes in the alienated and miserable life of the immense majority of urban populations in the peripheral countries?

To discuss these questions, the paper´s first section reviews the debate on the concepts of scale and scale of political action, focusing on the hegemonic approach which opposes local and global. The second section tries to show the contribution made by multi-scale approach, both analytical and political. The last section revisits the debate on possibilities and limits of local power.

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STRATEGIC ANALYSIS OF METROPOLITAN AREA DEVELOPMENT IN CHINA—CASE STUDY OF WUHAN METROPOLITAN AREA

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Fast economic growth in China has gained international focus attention, while cities and their region have become the most important body in national economic growth and global competition. According the statistics of 2004, there are 661 prefecture-level cities in China, with urban area occupying 6% of national land area, urban population accounts for 41.7% of national population, urban Gross Domestic Product (GDP) accounts for 65.5% of the whole country, added - value of secondary industry accounts for 64% of the whole country, added - value of the tertiary industry accounts for 86% of the whole country,taxes accounts for 86% of the whole country. (P. R. China State Environmental Protection Administration, 2005)

With fast urbanization as well as combined functions of globalization, information technology and market economy, the development of metropolitan areas in China are faced with unique complicated exterior environment that never happened in developed countries, which will cause big challenges to these metropolitan areas in the future. It is extremely essential for these metropolitan areas to take reasonable developing strategies for better adapting the exterior environment changes.

In this paper, based on the exterior environment-oriented analysis in strategic management, the author proposes developing strategic pattern that "Regional alliance", "Dynamic study" and "Gradual jump" to impel metropolitan area development and to gain more comparative advantages in the global competition.

Finally, based on analysis of industrial value chain, the author take Wuhan "1+8" metropolitan area as study case, including Wuhan, E'zhou, Huangshi, Xiaogan, Xiantao, Xianning, Qianjiang, Tianmen, Huanggang, and propose industrial union spatial developing strategy of textile industry, steel and iron metallurgy industry, photoelectron information industry, chemical industry, building material industry, automobile industry, environmental protection industry, medicine industry, new material industry, food industry in Wuhan metropolitan area.

(no connection with my doctoral dissertation)

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COUNTERING SPLINTERING URBANISM? A COMPARATIVE ANALYSIS OF BANGKOK AND TOKYO

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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 new forms of spatial inequality resulting from the fragmentation of urban space. It is argued that 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 proces of spatial segmentation. And spatial planning strategies have to counter.

This paper doesn't question the goal of creating equality. However, it does study the theoretical underpinnings of such an endeavor. Especially, it argues that lately the institutional basis of urban form and development is acknowledged in mainstream theory. In line with this theoretical position, the paper shows that apart from the influences of globalization, specific spaces are as much determined by the national and local context. And this localized context will also influence the degree to which global developments will lead to problems of inequality, be perceived as such, or can be countered by local planning initiatives. Therefore, a sound analysis of the politics of spatial segmentation adresses the interaction of global and local characteristics.

The paper starts to do this by comparing the spatial segmentations of two Asian metropolises, Bangkok and Tokyo. First it describes the fragmented urban form of Bangkok and the integrated urban form of Tokyo. It then shows that these different spatial forms relate to the institutional (economic, political, social, cultural) setting in which they emerged. The influences of planning strategies turn out to be

relative to these institutional settings. From this conclusion, European planning strategies can be examined in fresh daylight.

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NEW TRENDS OF GLOBAL REGIONS IN CHINA

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In the globalization era, mega-cities have played increasingly important roles in global labor division and competition. Due to fast economic development in Asia and rising of China, studies on regional development of mega-cities in Asia-Pacific and coastal region of China have become key issues of global planning community. With increasingly intense international competition and the fast growth of mega-cities, mega-cities and their regions are gradually developing a self-organizing regional allied complex of multi-city, which aims to participate in global labor division in global competition. The primary author of this paper has been followed up long-term research on this phenomenon of mega-city region development, In 2002 he entitled this kind of city-region allied complex as "Global-Region" and pointed out that "global cities depend on their local region to play effective roles, which leads to the transformation from "Global City" to "Global Region"

This paper focus on part of the results of the following research on this rising city region development phenomenon, after the concept of Global-Region was proposed three years ago. The authors take three Global-Regions in China as case study for introduction research- the Circum-Bohai area leaded by Beijing, the Yangtze River Delta leaded by Shanghai, the Pearl River Delta leaded by Guangzhou.

After brief introduction of three Global Regions, the authors explore recent social and economy context in China from three aspects:1.economy transformation: Planned economy to market economy and global opening economy; 2.society change: increasing floating population and the middle class growth, 3. limits of resources and environment;

Then transformation of urban system in Global-Region is discussed. The authors point out that city individual independency increasingly develops, regional city alliance and integration tends to appear, and urban system order start to reconstruct.

Finally, future research using complex theory and methods on the establishment of adaptive evolution of these newly-developed Global regions is proposed, which will promote city and regional planning and lead to sustainable developing Global regions

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URBAN STUDIES, PLANNING HISTORY AND MODERNIZATION IN LATIN AMERICA, 1930S-1970S

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This paper aims at identifying, ordering and connecting some antecedents, foreign visitors, professional and academic shifts, events and books that help to explain how planning history emerged and was consolidated in Latin America from the 1930s through the 1970s. On the basis of historical, economic and demographic elements for contextualizing urban changes throughout that period, the mainstream of the sequence is to be intertwined by the interaction between, on the one hand, institutional and practical aspects of urbanism and planning and, on the other, academic changes and works on urban and planning historiography. Following the methodology of the formation of discourse in the sense developed by Michel Foucault, the theoretical search is mainly focused on general and comparative books, instead of case studies. This bookish emphasis should not dismiss the consideration of pioneers, reforms, institutions and events that underpinned the academic fields and their relationship with practical urbanism and planning. After identifying some antecedents from historical geography, art history and social sciences, the paper reviews the possible influence of the 1930s visits to the continent of famous urbanists, such as J-C. Forestier, Le Corbusier, K. Brunner, who were representative of different trends of the emerging discipline. The importance of this inaugural moment of urbanism will be stressed by the theoretical significance of early texts, events and authors that underpinned the eventual constitution of planning history as a subject matter. Following thus a chronological order, but without intending to provide a historical account of the period, shifts in the consolidation and direction of urban studies and planning history are reviewed throughout later episodes resulting from the combination of diverse factors. These episodes include Latin America´s incorporation in international agendas of modernization and modernism after the Second World War; the exchange of regional scholars with other nuclei in Europe and North America; the influence brought about by changing approaches in architecture and the social sciences, as it happened in the latter with the School of Dependence up to the 1970s. Although the research on architectural historiography has been advanced in the works of M. Waissman and R. Gutiérrez, among others, the fields of urban and planning history remain relatively unexplored, especially from a continental perspective. Urban historiography started to be explored in the works of Gutiérrez, J.E. Hardoy, and R. Segre, but has not been set in perspective with either the modernization process or the academic changes. So the comparative standpoint, the review of a corpus of books on the subject and the contextualization with Latin America´s modernization process and urban studies are regarded as possible contributions of this paper to the scholarship of planning.

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COMPARATIVE ANALYSIS OF REGIONAL PLANNING IN BRAZIL: THE SUDENE AND SUDAM EXPERIENCES

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Brazil shows one of the biggest and longest experiences in regional planning in the world. Due to the Brazilian northeast problems of drought and the lowest economic development in the country, several institutions and government policies have been created since the 19th century, viewing to tackle such hindrances. Finally, in 1959, SUDENE (the Brazilian economic authority for the Northeast region) was created together with a set of measures viewing an intensive regional development policy. Similarly, due to concern with the country's sovereignty and control of the Amazon region as well as the rubber production crisis in the beginning of the 20th century, several institutions and tools have been brought into existence for the development of this region. Based on SUDENE's experience, SUDAM (the economic authority for the development of the Amazon) and SUFRAMA (the free-trade zone authority of Manaus) were created in 1966 with similar tools as those for SUDENE, aiming at the Amazon development. In 2002, SUDENE and SUDAM became extinct under the justification of growing corruption.

This paper aims at analyzing the major outcomes of these two experiences by considering the same kind of policy for different goals and for two clearly distinct regions – a drought region, historically occupied and with low development level, and a densely forested and barely populated region.

As for the Northeast region, our main hypothesis is that – although they may be liable to criticisms – the policies implemented were decisive for the region's economic development, which barred its further worsening. The scarce social reach of the economic development should not be attributed to the regional development policy but to the socially excluding development of the Brazilian economy and society.

In the case of the Amazon, however, in addition to the poor results obtained, its economic development has implied significant environmental impacts, due to the methods of deforesting and forest productive occupation employed in this region. As for the Manaus free-trade zone, this has turned into a "white elephant" experience, whose maintenance requires a growing volume of public funds. Just for illustration, the volume of funds allocated, the relative growth results of GDP, the improvement of physical infrastructure, and the social indicators as well as environmental implications will be analyzed in this study.

To our understanding, SUDENE and SUDAM's extinction stemmed from a tardy incorporation of the world crises of regional policies and a changing concept of the State and the role of the State, which has been influenced by the neoliberal wave that has reached the country. Nevertheless, the limits and feasibility for supporting regional planning for an isolated region should be questioned within the context of an increasing integration of the country.

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PLANNING POLITICS AND THE SOCIALIST PARTY'S PUBLIC SPACE FIGHTS, LOS ANGELES, CALIFORNIA, 1901-1917

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In the late twentieth century, large public events at the WTO and FTAA meetings have highlighted how disruptive political speech can be. Associated protests clogged streets, interrupted retail trade, and interfered with recreational uses of parks and sidewalks. In many countries, laws guarantee free speech, but planners rarely make space for politics. On the contrary, these events interfere with planning's primary functions. Why is this critical activity absent from public space planning?

In this paper, I examine the street speaking fights that the Socialist Party waged in Los Angeles, California, during the 1900s and 1910s. These conflicts exemplify how urban planning techniques were intentionally used to curtail public speaking. The street speaking conflicts developed through a convergence of factors. The city was feeling increasingly entitled to regulate street activities, but in the case of the Socialist Party, the city wanted to control the content, not the activity (other groups also spoke on street corners). It implemented a permitting process and denied permits to Socialist Party members. Upon subsequent challenges, the city replaced the permit requirement with no-speaking districts in high traffic areas. The city, through tying speech to transportation, gained legitimacy to control the former through discussing it in terms of the latter. The city drew upon two concepts to legitimate its street regulations: the traveling public as the user for whom the streets were provided, and the creation of specific no-speaking districts as a way to differentiate areas where other uses could be curtailed for the benefit of the traveling public. These proto zoning districts were commonly being used to differentiate public spaces from one another, and the pedestrian was the user for whom the streets were regulated. In 1939, the U.S. Supreme Court decided two cases that guaranteed free speech in public space, but subsequent refinements allowed cities to control the time, place and manner of expressive activities. The Court legitimated the very techniques Los Angeles developed to reduce the effectiveness of street speaking when it could not eliminate undesirable content. For this paper, I use archival evidence from the city archive, the Los Angeles Times and other city newspapers.

This paper contributes to the literature about the roots of urban planning, and examines the purposes embedded in techniques that became fundamental to the discipline such as zoning and unencumbered circulation. As we plan for democratic, urban societies in this new millennium, planners must contend with large political protest events that accompany rapid global change. To understand how these play out, we must understand how they relate to the organization of land and flows of people and vehicles, and to do this, we must to continue to unpack to motivations behind the mechanisms that control the land, many which developed in the early twentieth century and appear apolitical a hundred years later.

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ALTERNATIVE VIEWS ON PLANNING HISTORY: THE CASES OF COVENTRY AND KASSEL

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The theme proposed for this track can be seen in the light of Henry James' preface to Portrait of a Lady: "The house of fiction has not one window, but a million At each of them stands a figure with a pair of eyes He and his neighbours are watching the same show, but one seeing more where the other sees less, one seeing black where the other sees white, one seeing big where the other sees small. And so on"

Many different windows have been opened by planning history since the 1980s, as it went through significant changes in its representations of urban, social and political "realities" and its perceptions of planning ideals and processes. What were these windows? Who opened them, with what interest? Who looked through them? What were the results for planning, politics, people's fates and today's planning decisions?

In many countries, the disintegration of well-intentioned visions of a world shaped by the enlightened welfare state ideals of the early post-war decades, led to the discovery of new "windows": The "conservative" history of urban planning, largely a history of the "winners", has been complemented by "progressive" histories shifting the perception of the less powerful out of society's blind spot. There are, however, as many different windows, perceptions and "histories" as there are interests in today's search for the role of planning between neo-liberalism and civil society.

This is what the paper demonstrates in two European case studies representative of the changes between welfare state and the present situation: One is Coventry, Britain's outstanding exemplar of state interventionism in the 1940s. Following heavy criticism in the Thatcher era, Coventry made a radical turn in terms of urban policy and became Europe's pioneer of privatised city management.

The notion that in the post-war years there was a unanimous consensus for radical re-planning in Coventry, has recently been challenged by Hubbard in an oral history exercise based on interviews with visitors to the post-war planning exhibitions. The paper proposed here reveals that there were more alternative approaches hitherto unknown to planning history. More importantly, it traces the connections between socio-political outlook, urban concept and plan acceptance in the post-war period, as well as the changing perceptions of planning history until today.

The other case study is Kassel. The city was praised in the 1950s as showing the way for reconstruction in Germany, because it was "americanizing more rapidly than U.S. cities," but has experienced multiple identity crises until today. Beginning with a look at the fate of those who were not allowed to rebuild in the inner city for almost 10 years after destruction in 1943, and ending with the present debate on the outcome of reconstruction, the paper again traces the changing perceptions over time. It argues that in Coventry, Kassel and many cities which followed the path of radically modern reconstruction, it is helpful to look through different windows to arrive at urban development strategies which do justice to the diversity and multiplicity of today's society.

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AMERICAN ZONING: GERMAN IMPORT OR HOME PRODUCT?

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As the title of the well-known article by Thomas Logan suggests, many believe that the US owes much of its land-use regulation to "The Americanization of German Zoning." In this paper, we argue that this claim is historically much less solid than it seems. Although the first generation of planners at the turn of the 20th century referred to the precedent of German zoning again and again in their conferences and in their presentations by public officials, the ordinances that they helped to adopt at home were largely home-grown codes, borne out of decades of attempts to regulate construction and land development. Private covenants, housing codes and nuisance regulations in particular served as bases for modern zoning. The reference to the German example—an example of good urban management—was, we argue, more a rhetorical device in a political struggle than a genuine appeal to transfer a transatlantic wholesale to our shores.

To demonstrate this claim, we proceed in two steps. First, we show that various cities in North America, for instance Los Angeles and Toronto, developed regulatory practices on their own, without explicit inspiration from Germany, and did so in an incremental process of public intervention in urban development. Second, we highlight the fact that the most vocal proponents of comprehensive zoning were based in New York City and active in that city. Of all North-American cities, only New York displayed characteristics of urban form and of urban growth that could be likened to those of German cities, in particular in terms of housing densities. It is in the American metropolis that the German example was most appealing and most applicable. To argue that US zoning was imported from Germany means to say that New York invented North-American zoning. Although the city was certainly a pioneer, it cannot claim to have implanted comprehensive land-use control on the continent on its own, far from it.

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GOING FROM ALGIERS TO DOUALA OR SOUTH AMERICA VIA FRANCE: ITINERARIES OF FRENCH TOWN PLANNING PROFESSIONNALS AND PRACTICES

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A few months ago, I launched a call for papers in order to organize a nationwide Conference due to take place in Lille (France) in February 2007. Its main topic is: town planning pratices, tools and those involved in the making of French town and country planning: identities, pratices, what is at stake and transformations (1967-2007).

This is why, and in order to draw a comparison, I wish to suggest the following two issues:

1/ On one hand

In the 60´S and 70´s, French Research and Development town planning offices were created. Both of those multidisciplinary experts teams were created in 1966, within the political frame so-called « métropoles d´équilibre », under the supervision of Civil Engineers. They also are town planning offices and some of them had more to do with the actual making of planning such as the EPA (Etablissements Publics d´Aménagement) of New Towns.

To what extend these offices were influenced by what was taking place in the former french colonies in town planning? A closer look at the following instances will start giving us some food for thought:

1. members of these teams

2. professional networks and practices

Recent researches will back up the present issue (cf: bibliography). I will add some analysis taken from records of the "Ministère de l´Equipement".

2/ On the other hand

Did the successive experimentations made in France as well within these offices also influence the future missions abroad as experts and advisers to set up recent offices, notably in Africa (Abidjan, Douala for example) or in South America (Paraguay, Bogota for example) and Asia.

Comings and goings between France, changing "overseas" and changing world in town planning practices is finally the point I woud like to focus on. To throw more light on these issues, I also intend to bring some interviews.

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GOING FROM ALGIERS TO DOUALA OR SOUTH AMERICA VIA FRANCE: ITINERARIES OF FRENCH TOWN PLANNING PROFESSIONNALS AND PRACTICES

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JOHN NOLEN: FROM CITY BEAUTIFUL TO FUNCTIONAL AESTHETICS

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John Nolen (1869-1937) had one of the largest city planning practices in the United States for thirty years until his death. Nolen´s formative years as a city planner came as the emerging field of city planning shifted from a preoccupation with artistic statements toward more functionalist concerns. Under the rubric of the 'city practical', as the early artistic approach receded, the notion of beauty as the by product of common-sense planning rather than an end in itself became a central ideology tenet of city planning in many jurisdictions. Nolen´s work was central to this historic shift and the way in which he reconciliated the great themes of beauty on the one hand and utility on the other informs the early evolution of city planning theory and practice. This paper explores Nolen´s negotiation of the shifting emphases on beauty and utility within the context of his overall approach to city planning. It draws upon a reading of Nolen texts including journal articles, conference papers, planning reports and unpublished writings, many held in the Nolen Archives at Cornell University. Nolen´s challenge to the dominant early paradigm of the city beautiful remains a powerful legacy and a major basis of his relevance to contemporary planning practice.

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COLLABORATORS IN CONFLICT? CLARENCE STEIN AND HENRY WRIGHT´S DIVERGENT IMAGES OF THE REGIONAL CITY

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Colleagues in the Regional Planning Association of America and collaborators on groundbreaking projects such as Sunnyside and Radburn, Clarence Stein and Henry Wright shared a communitarian regionalism that advocated new town development as a balanced alternative to sprawling suburbs and congested cities. In addition to exploring design and community building strategies in these projects, they examined broader issues in their proposal, along with Benton MacKaye, for statewide planning in New York and contributed to the federal government´s new town program of the 1930s – the Greenbelt Towns. Particularly in their collaborative designs, they addressed efficiency, aesthetics, and quality of life issues integrating

superblock, hierarchical street systems, clustered housing, mixed uses, and connected park systems. Despite these similarities, their proposals for regional city development differed significantly. Each wrote a pivotal article that advocated a distinct regional vision for the motor age. Stein proposed a greenfield, suburban alternative that emphasized the superblock as the primary physical unit and a hierarchy of community facilities while Wright offered a more complex, urban framework that differed from Radburn, most notably in its overall street pattern and density. This paper examines these concepts within the context of Stein and Wright's earlier work together and maintains their current relevance particularly given renewed interest in normative regionalism among the new urbanists. Reviewing archival material and journal articles from the period and more recent assessments of Stein and Wright's work, this paper is a comparative analysis of their divergent images of the regional city.

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SUSTAINABILITY IN CITY DEVELOPMENT: LESSONS FROM THE PAST DEVELOPMENT POLICIES OF CZECH TOWNS

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Sustainability of development has been increasingly discussed in last decades: most European national planning laws proclaim sustainable development as ultimate aim of spatial planning. By definition, sustainability consists in meeting current needs without compromising needs of future generations. However, general criteria of sustainability are difficult to develop and evaluation of sustainability is usually executed ex-antem only, relying rather on empiric knowledge and sometimes also on normative indicators.

The paper, on the background of previous in-depth analyses of municipal management and urban development in certain Czech medium-size cities in the period from their industrialization until the eve of WW2, attempts to establish an ex-post analysis of the sustainability of urban development in the respect of social, economic and environmental potentials created during that period. The outcomes of the decisions on investment and spatial allocation of resources were followed in the long-term period as indicators of prosperity and, consequently, an overall sustainability.

From the analyses, more general solutions are drawn on a shifting of the paradigm of municipality and its role in development, local economy and services, as well as on the interrelations between economic, social and environmental dimension of sustainability. It seems that additionally to the limits of the constraints of local jurisdictions and within social and economic potentials, individuals and institutional capacity of city management played major role. The issue of sustainability was rarely raised in the critical moments of strategic decisions, while intermediate periods following these critical points brought more steady trends that enabled to balance the disparities and sustainabilize the development. It is believed that the lessons of the past petrified in existing city structures can contribute to the debate on sustainability in city development and the costs for it.

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NATIONALIZING VS INTERNATIONALIZING: THE DUALITY IN THE CONTEXT AND THE CONTENT OF TOWN PLANNING IN POST-COLONIAL SOUTH ASIA.

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The question addressed in this paper is: 'what kept the Town Planning discipline in South Asian states largely intact with its essentially Euro-centered knowledge content, in the context of vast nationalizing moves, apparent in those states in Post-Colonial era?'.

The question emerges with the limited attempts made so far to construct a critical history of the Town Planning in former British colonies, now known as Commonwealth states. Specially, the history of Town Planning in South Asian states of India, Sri Lanka and Pakistan, is mostly discussed and taught as a series of uncritical events, divorced from the complexities of their socio-political contexts. One such phase is the aftermath of the independence of these states that is marked with the events and processes related to reconstructing national identities, recognizing national languages, nationalizing crucial sectors of the economies, etc. Moves of nationalization were effectuated also through the manifestations in physical environment. Many disciplines involved in built environment, such as Architecture and Engineering, ameliorated towards such moves. But to a contrary, in Town Planning, which is a major player in a country's built environment, nationalism could not gain a momentum to the extent that it did in other disciplines. Instead, Town Planning in South Asian countries continued with the same colonial planning paradigms that had been tested in them for more than a century by then. Town Planning practices and education, with less concern towards the on going nationalizing trends in their context, preserved the conventional models of planning within them, and sometimes embraced internationalism into their core-content. This paper investigates the possible causes behind this duality apparent in the content and the context of Town Planning in South Asia at the aftermath of independence. The paper progresses as a process of validating three arguments, widely discussed in preceding studies. The first argument is the fallacies associated with nationalism, for which it can have no effect on planning, the second is the essentially 'Western' genesis of contemporary town planning which cannot be practiced in any other way, and the third is the highly 'Westernized' bureaucracy in planning institutions of these states. These arguments are validated through the analysis of contents of three types of relevant literature. The first is the authoritative documents such as the planning policy statements; agency reports and planning related statutes. The second is the interpretive sources such as newspaper articles, conference proceedings and recordings of public speeches. The third is the analytical observations such as paper critiques, research publications and other scholarly work in this area of research.

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INTEGRATING ECOLOGICAL IDEAS IN ENVIRONMENTAL PLANNING: PROSPECTS FOR MANAGING METROPOLITAN LANDSCAPES

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Managing growth in metropolitan areas in the United States continues to be a major challenge for planners, especially as they seek to balance human use with ecological concerns in a sustained manner. Persistent landscape fragmentation, habitat destruction, erosion of biological diversity, disruption of hydrological systems, and the modification of energy flows and nutrient cycling, are well documented effects of the challenges that planners face in accommodating rapid population and economic growth in metropolitan areas (Alberti 2005).

In response, planners have long embraced ecological ideas and concepts to balance human use with ecological concerns [ecological thinking], and sometimes, with remarkable successes (McHarg 1998; Ndubisi 2002). Indeed, it is hard to find any decision related to the alteration of the urban landscape mosaic that does not, at some level, have an ecological aspect. The environmental planning literature is rich on how ecological theories and concepts are employed in environmental planning and management at several spatial scales. Very little attention, however, has been paid on other ways [modes] ecological ideas have been employed.

The paper isolates four modes of ecological thinking. The modes are: Ecology as a way of knowing; as a mandate for moral action, as and aesthetic for beauty, and as a reliable source of scientific concepts and principles. The notion of relationships is embedded in all the modes. This paper critically examines these modes of ecological thinking using selected illustrative historic and contemporary examples focused on metropolitan areas, including the works of influential thinkers in design and planning such as Frederick Law Olmsted Sr., Lewis Mumford, and Ian McHarg as well as the works of the selected leaders of New Urbanism Movement (Wiewel and Gerrit 2005). The paper concludes by arguing that an integration of these modes may strengthen the effectiveness of how planners integrate ecological theories and concepts in dealing with environmental planning and management issues.

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ENGAGING WITH THE DISCOURSE OF TRANSFORMATION: REFLECTING ON TEN YEARS OF POST-APARTHEID PLANNING AND DEMOCRACY

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The planning profession has an ambiguous history with regards to the racial history of South Africa. With the advent of democracy in 1994, a degree of enthusiasm and ideological fervour accompanied the many new planning instruments and policies that were to guide a post-Apartheid planning endeavour. Goals of inclusivity and democratisation as well as an acknowledgement of the diverse nature of South African communities were evident in policy debates. The evolution of integrated development planning as a planning methodology to guide reconstruction, the substantive principles contained in legislation, Local Government restructuring as well as new visions surrounding post-Apartheid spaces represent a shift in the practice of planning as well as a broadening of the profession. Underpinning this is the discourse of transformation: an energy that seeks to break with the old and welcome the new, the equitable, the equal and the democratic.

This paper reflects on the discourse of transformation and examines to what extent it has been embraced by planners over the last ten years. The research will draw on a study completed for the South African KwaZulu-Natal Planning and Development Commission early 2005 that the author was involved in, relevant documentation generated by the South African Planning Institute as well as other secondary sources. The aim of the paper is to gain a deeper understanding of the discourse of transformation and how that has interfaced with the practice of planning, as well as the training of planners, since 1994.

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CONSENSUS BUILDING BY DEFAULT: THE DEBATES SURROUNDING THE POST-WAR JAPANESE LAND REFORM AND THEIR IMPACT ON TWENTY-FIRST CENTURY PLANNING.

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This paper explores the process and significance of land reform in Japan in terms of its effects on the Japanese environment and ability of the Japanese government to regulate land use.

Drawing on archive material we set out the political context and options available particularly during the years 1945 to 1955. We first detail how the Allies and the Japanese government negotiated the eventual process for land reform. We highlight the reasons why different interests during the immediate post-WWII period

considered land reform to be important politically, economically and socially (Dower, 1999). We then show how land reform perpetuated some of the structures and problems of land-use that had existed prior to the Second World War. In particular, we demonstrate how land reform strengthened the concept of private land-ownership and associated rights ensured by the Japanese constitution. This was partly achieved by the widening of ownership of small farms to tenants and others (Dore, 1959). The effect of redistributing land in this way reified a link between land ownership and individual freedom which transformed Japanese politics and significantly constrained Japan's ability to control land-use (Sorensen, 2004).

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THE FOUNDATIONAL PROCESS OF CITIES IN LATIN AMERICA: THE LAW OF INDIES AS A PLANNING TOOL FOR URBANIZATION IN EARLY COLONIAL TOWNS IN VENEZUELA.

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This paper analyses the criteria used by the Law of Indies in the settlements of frontier towns in Latin America using as a case study the city of Barcelona (Venezuela). The underlying hypothesis focuses on the question: To what extent the planning guidelines used in Barcelona have followed the human settlements' pattern established by Fernando VII as described in the Law o the Indies in his Decree made in Segovia, Spain in July of 1573.

The addressing of this question has been first documentary through the analysis of content of the Law of Indies itself and related documents of the time. Second, urban historiography of documents placed at the foundational time of early cities in Venezuela. Third, an urban morphology analysis has been carried out of the historic centre of Barcelona (Venezuela) that review the evolution of the urban structure from its foundation in the XVII century (circa 1671).

The city of Barcelona in Venezuela (current population: 350,000) has not been studied scholarly in urban terms as it should be. This paper is an attempt to examine the historical background of Barcelona that evolved in one of the major cities in Eastern Venezuela. Barcelona is the third city founded in Eastern Venezuela, preceded by Nueva Cadiz (a Caribbean island no longer existing) and Cumaná. The relevance of this work lies in the fact that the historical evolution of á colonial city has been analysed with a focus in its physical structure and for the first time the city of Barcelona has gone under scholarly scrutiny of its urban form. From the scholarly point of view this study enhance the literature on the urban historiography theme. This in turn, will help the advancement of research methods in planning history education.

Key data sources are from the General Archives of the Indies (Sevilla), geographic information maps from the National Library, reports from current literature in Venezuela and on-site surveys.

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THE CHARACTERISTICS OF VIETNAMES URBAN IN THE ANCIENT AND MEDIEVAL AGE

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Vietnam is one of the countries in South- East Asia wich has long history and rich urban heritage. Ancient and Medieval Periods lasted the vast time of history and left many important impacts on urban development in Vietnam.

The paper aims to introduce the emerged characteristics of ancient and medieval cities in Vietnam and compare them with those of other countries in the same time. Focusing on the following:

- The appearance and development process
- Functions
- Social and Space Structure
- Urban Form Transition

Understanding these differencies may be a basic for analysing the present urbanisation and predict future urban development in Vietnam

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URBAN PLANNING IN MEXICO CITY IN THE FIFTIES: CONTROVERSY AND DEBATES IN THE PLANNING COMMISSION OF THE FEDERAL DISTRICT

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In 1928 the Mexico City's municipalities disappeared; in 1997 there was a restitution of an elected local government system. Between those two dates, the government of one of the biggest cities was hold by the federal government. Most of urban research in this field has analysed the centralism, authoritarianism and non-democratic feature of decision making process in the urban development. Nevertheless, this specific context does not mean that policy making process in Mexico City is a clear model of decision taken in the highest level of government and implemented by local's institutions. In fact, it is more complicated and it is possible to find local's stakes emerged and even controversy urban issues discussed. This paper examines how, from 1930 to 1960, urban policy's issues were challenged by stakeholders who participated, in a sense, of decision making process. Planning regulation, emerged in the 1930's, set up an institutional device of

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THE CHARACTERISTICS OF VIETNAMES URBAN IN THE ANCIENT AND MEDIEVAL AGE

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The paper aims to introduce the emerged characteristics of ancient and medieval cities in Vietnam and compare them with those of other countries in the same time. Focusing on the following:

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URBAN PLANNING IN MEXICO CITY IN THE FIFTIES: CONTROVERSY AND DEBATES IN THE PLANNING COMMISSION OF THE FEDERAL DISTRICT

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decision making that include a Planning Commission of the Federal District, basically to serve as an "advisory board" for the authorities (specifically the Direction of Public Works). The analyse of this kind of board allows us to see, on the one hand, how a urban project could be discussed and the consequences of this discussion; moreover it aims to show that, although it seems that authorities support a project, the discussions in the Commission could lead to a distinct urban project (or to a non-project in the case we shall study). On the other, we can follow the debate´s impacts on the adaptation of regulatory framework; indeed, controversy about urban issues leads authorities to take legal reforms to include "new" stakeholders in policy decision making. Finally, the survey of this Commission´s works brings us information about the conformation of the world of urban planners in Mexico City: how do they participate to public action, what are their conceptions or visions of urban development they hold on, how can we identify strokes and gap between the way they see urban future, and so on.

Based on an historical sociology approach, this article tries to enlighten the role of an advisory board in the discussion and making policy process, in a context of authoritarianism government. This paper is an empirical essay which based-sources are mainly legal documents, writings and testimonies, including session´s records of the Commission about an urban project implemented in 1950.

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CANBERRA, MEXICO CITY AND BRASILIA: SOUTHERN DIALOGUES

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This paper comparatively examines the design of Australia´s and Brasil´s twentieth century national capitals, Canberra (1912) and Brasilia (1957). Considering these capital cities as physical expressions of national identity, we argue that the varying significance awarded to dynamic conceptions of nature and landscape (both indigenous and colonial recollections) were central to each civic design enterprise. Also identified is the design dialogue between Canberra´s designers, Walter and Marion Griffin, with Walter Griffin´s early employer Italian architect Adamo Boari. Within this context, Boari´s work as the 'Government Architect of Mexico' is vital. Moreover, also explored is Canberra´s dual significance as both a modern and Modernist landscape, stemming from William Holford´s post-war revision of the Griffins' origi-

nal design. Holford´s nearly contemporaneous association with the design of Brasilia also raises the possibility of a cross-fertilisation of design ideas between Canberra and its Brazilian counterpart. This paper draws upon Vernon´s extensive research on the Griffins and Canberra as well as the authors´ first-hand study in Mexico and Brazil. As well, this paper furthers the authors´ pilot study presented at the 2004 congress of the International Planning History Society at Barcelona.

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TRACK 8: Planning Theory

A BETTER FUTURE OR A MORE CERTAIN FUTURE? – PLANNING FOR METROPOLITAN REGIONS

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In metropolitan regions, numerous organisations and plans exist that influence the future of the region and the roles and intents of these may overlap and conflict. A major task of metropolitan planning is to coordinate the activities and plans of government and private organisations and to address uncertainties and disagreements about their future activities.

Metropolitan planning aims to achieve a better and a more certain future for these regions but is there a tension between these aims? Historically, many metropolitan plans, like the Chicago Plan of 1909, have been visionary and have proposed an alternative or better future for the region. However David Johnson´s analysis of the 1929 Regional Plan of New York showed that what was developed was a better understood and agreed version of the growth trend, i.e. a more certain future.

This paper will examine the process of preparation of a metropolitan plan for South East Queensland (SEQ), Australia, called SEQ 2001 and how issues of uncertainty and disagreement were addressed in this collaborative process. In this context, the paper will review: how metropolitan planning commences; why organisations choose to become actively involved or not; to what extent they make their existing plans public in the process; how the scope of the planning task is defined; how alternative and better urban futures are developed; and how disagreements are resolved and agreement on the final plan reached. Developing alternative or better urban futures will raise uncertainties in the process and may make it harder to get agreement among the parties about the type of urban future to be incorporated in the plan. In SEQ 2001 the stated intention was to 'manage growth' in order to produce a better future. However some organisations saw it as an opportunity to achieve more certainty for their existing plans and others were happy to have an agreed and more certain trend, which they could adapt their plans to.

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DILEMMAS IN EVALUATING PLANNING - OR BACK TO BASICS: WHAT IS PLANNING FOR?

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This paper addresses the Congress topic of diversity and multiplicity in the contex of planning teleology: the purpose of planning - the answer/s to the question: Wha is planning for? Its argument echoes the Congress theme: only multiple context contingent planning teleologies can enable effective evaluation of plans and plan ning in the institutional settings of planning practice today.

An article on institutional evaluation of planning (Carmona and Sieh, 2005 was the stimulus for this paper. The authors looked at planning evaluation under th UK's "Best Value" performance assessment regime, which requires Local Planning Authorities to demonstrate their added value to society. This demand implies the question: What is their planning for? showing that planning teleology has immediate concrete implications. The article suggests that the espoused purpose of Englis local planning and development control is to promote sustainable development.

Here I pursue the implications of this conclusion. Prior definitions of planning show that this purpose is not self-evident. Rather, teleologies can be classified as instrumental, mixed instrumental-substantive and substantive. Substantive teleolo gies can be positive-empirical, associated with substantive fields e.g. land-use environmental, or transportation planning (Alexander, 1992), or normative-cat egorical, e.g. Friedmann (1987) and Webster (2005) from opposite ends of the ideological spectrum.

These teleologies have different implications for planning evaluation and prac tice. Instrumental ones focus evaluation on procedure, and practice on process risking neglect of substantive outcomes. Normative-categorical teleologies have flaws (generalization, abstraction, underspecification and ideology) that make them almost useless for practical purposes and impossible (in most contexts) to adapt fo operational application. Positive-empirical definitions of planning enable the devel opment of contingent field- and context-specific teleologies, which can yield con crete substantive criteria for feasible evaluation of plans and planning.

In its concluding section the paper discusses applications of contingent context specific teleologies to the evaluation of local land use planning and development control. Basic premises are the political and conflict-ridden character of evaluatior and the importance of its institutional context, suggesting evaluation as a problem of institutional design. The evaluation framework needs to be adapted to the purpose of the evaluation itself, which can either be to demonstrate the value o planning, or to learn from the critical assessment of experience. The paper ends with illustrative examples of possible contingent teleologies for local land use planning and development control in particular contexts.

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A PROJECT-CENTERED VIEW OF PLANNING:HOW PLANNING THEORY INFORMS AND IS SHAPED BY PROJECT IN THE CITY

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Planning theorists have not always kept a vigilant eye on the "project" as a subject-matter of city planning theory. Yet a survey of the literature from the classic to the contemporary reveals how city planning theory informs as well as evolves from projects, big or small, as if the theory of the city is formed one project at a time. The theories of the city not unlike the movements that preceded them with the ideals of efficiency, equity, and civic beauty historically associated with the profession of city planning are linked to the project in the city. The water supply, the drain and sewer system, the house and the street, the park, the plaza and the like are among the projects in the city. The theories—like the movements — shape as well as are influenced by the project in the city. This paper provides a mapping of the evolving theories of planning that are project-centered, beginning with the classic Chicago plan, where the project is the city itself. An interpretive reading of a small but representative sample of authors of classic and contemporary texts and plans reveals the evident continuity of thinking about the city via a project. Little attention is given in the recent planning literature to the continuity of thinking about the project and the city as mutually reinforcing. The project-centered view unifies substance with procedure, and thereby addresses a central chasm in planning theory: real projects supply political, economic, and organizational substance of planning decisions (procedure) in the city. Finally, project-centered view exposes the strengths and weaknesses of planning paradigms (substance and procedure), while the view suggests alternatives commensurate with the scale of the project in the city.

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Fainstein (2005), Beauregard (1990), Krueckeberg (1981), Flyvbjerg and others (2003), Altshuler and Luberoff (2003), Hirschman (1967), Meyerson (1956)

PRODUCTION OF SUBALTERN SPACES: AN ORIENTALIST PERSPECTIVE ON PLANNING AND POWER

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In contemporary development discourse dualism is mainly an economic concept, referring to the two very distinct sectors of economy: formal and informal. The idea of economic dualism, while intuitively appealing as a construct for capturing the polarization and contradiction in the urban landscape, does not fully explain the trends in contemporary urban form and urbanism. Santos' (1979) "spatial dialectics" and McGee's (1976), "proto-proletariat" models focus on the dynamics of dualism at a macro-economic level, but do not discuss implications for organization of urban form and space. Castells (1977), however, argues that dualistic urban form is a direct outcome of and dependent urbanization, along with over-urbanization and urban primacy. Further, he offers a historical perspective arguing that the dualistic form is a direct legacy of the colonial urban development.

It is this argument that sets the stage for this paper. I will argue in this paper that it is the introduction of exogenous forces, intentions, and images of urban space that shaped colonial urban development. In the process the institutions and instrumentalities of colonial administration created new spaces of power and control, placing indigenous spaces in a subaltern relationship, and thus beginning the legacy of dualistic urban form.

The arguments presented here will draw from a critical framework offered by Edward Said´s (1979) "Orientalism." Since the publication of his seminal work, a significant body of intellectual and scholarly response inspired and stimulated by his principal arguments has come to be known as the post-colonial paradigm. Known as subaltern studies, much of this literature has focused on critical and humanist interpretations of the life experiences of the indigenous society and their cultural and political relationships under the colonial rule. But this literature says little about the spatial implications of the subaltern status of the native population as to where they lived, worked, shopped, or played. Yet it seems that an important derivative of this literature will involve urban form and space as a medium for representing subaltern relationships. Indeed there is a growing literature on aspects of colonial urban development (or underdevelopment) that suggests such possibilities. This paper will explore that nexus.

In developing the arguments in this paper I will use examples of colonial practices of separation and segregation of the indigenous population and space drawn from the British, Dutch, French, and Italian colonial city design and planning. The paper will conclude by discussing contemporary implications for power, planning, and place.

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GLOCALISING URBAN LANDSCAPES: ATHENS AND THE 2004 OLYMPICS

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This paper deals with transformations of urban landscape in the era of globalisation. First, it attempts to describe and understand how particular aspects of urban morphology such as built heritage and innovative design of space have become competitive edge of cities in terms of landscape. Second, it develops the argument that on the basis of their great potential for a) promoting economic growth and b) enhancing place identity of cities, both built heritage and innovative design of space appear to be expansively used as major components of contemporary strategic plans of cities for the transformation and improvement of urban landscape. Combining and promoting built heritage and innovative design of space as two central themes in urban landscape transformations generate for the 21st century-city a new landscape collage dominated by two extremities: a) that of tradition with rather local spatial references and b) that of innovation having more universal or global spatial references. Thus, under the forces of globalization, the new emerging urban landscapes may be termed as 'glocalised´ ones. As case study, Athens and the landscape transformations for Olympic Games 2004 are analysed.

The paper has been originally published in Cities 21(3): 187-202; and it has been awarded the AESOP Prize for Best Published Paper 2005. It will be republished in the GPEAN collective volume 'Dialogues in Urban and Regional Planning II'.

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EVOLUTIONARY URBAN PLANNING

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As a future oriented activity urban planning is confronted by structural uncertainty concerning both its ends and means. Attempts to reduce such uncertainty – for instance by bargaining about disputed ends or experimenting with potential means – are central to most planning theories and methods. But what if uncertainty proves not reducible, as it seems the case in an increasing number of real world situations? This paper contends that current planning approaches are at pains in these instances and that an evolutionary approach could provide useful suggestions. Inspiration is sought in social sciences that have already explicitly adopted evolutionary theories and methods first developed in evolutionary biology. These most notably include evolutionary economics and, more recently, the study of technological transitions.

In the first part of the paper different forms of uncertainty and their implications for planning will be discussed, as well as why current planning theories and methods might not be able to deal satisfactorily with the more extreme of them, and an evolutionary approach has the potential to do so.

In the second part of the paper the literature on existing evolutionary approaches will be reviewed with a focus on their basic principles, as derived from evolutionary biology, and policy implications, as applied to the fields of business management, technology and innovation policy and sustainable development.

In the third part of the paper the contours of an evolutionary approach to urban planning will be sketched. There are two central ideas. The first is that an urban system capable of supporting unpredictable change is one capable of both continuing to function in the face of change (it must be a resilient system) and of changing itself in response to change (it must be also an adaptable system). The second central idea is that, in order to find ways of enhancing the resilience and adaptability of the urban system, planners need to engage in a multi-actor, experimental process aimed at the discovery of robust ends and means, that is, ends and means that are relatively independent of a specific future context.

In the fourth part of the paper practice examples of effective, integrated transport and land use strategies at the urban-regional level in different national contexts – based on own and other´s case studies - will illustrate both what could be specific, concrete ways of enhancing resilience and adaptability and what sort of planning processes have lead to their identification and implementation.

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POWER, ETHICS, AND THE PRACTICE OF PLANNING

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In the study, I explore how practicing planners define, perceive, and manage power in planning. As interest continues to rise in communicative action and public participation in planning, some scholars have renewed the concern about the absence of a critical view of power in planning (Flyvberg 1998; Hillier 2002; Stein & Harper 2003). These scholars juxtapose the ideas of Jurgen Habermas and Michel Foucault in an attempt to explain why planners should be concerned about power and what they should do about it. Scholars who lean to Foucault present an analysis of power that questions Habermas´ communicative action as naïve to the implications of power in planning. Scholars who lean to Habermas see Foucualt´s omnipresent power as leading towards nihilism. Through interviews I discover to whom practicing planners lean and then link this to their views on power and strategies for dealing with power in the planning process. Through this study I contribute empirical data to a debate that has largely been theoretical.

In addition to the Habermas-Foucault frame for power, I am particularly interested in Richard Rorty´s discussion of pragmatism because despite his tremendous influence in philosophy and linguistics, he has been largely ignored in planning and other action-oriented disciplines. Rorty (1991) states:

> the pragmatist does not have a theory of truth, much less a relativistic one. As a partisan of solidarity, his account of the value of cooperative human inquiry has only an ethical base, not an epistemological or metaphysical one. (p. 24)

This expression of pragmatism extends the post-positivism debate beyond one of competing epistemologies, and suggests that epistemology be ignored in favor of ethics. The implication for planning is that the justification for our methods of plan-making and decision-making cannot be based on claims that they will produce correct outcomes; instead they must be based on moral claims that they are just or fair or democratic.

In regards to power and the Habermas-Foucault debate, Rorty´s (1989) concern is that Habermas may somehow shut off or squelch democracy because of the difficulty in achieveing the universal validity measures (or ideal speech conditions). Foucault has a similar problem. If power is omnipresent then why engage in democracy rather than revolution? Rorty wants to continue to support democracy above all—democracy buoyed by social hope.

I conclude the study by comparing the empirical data with Rorty's conception of power and democracy and assessing the potential for planners to move away from a search for truth and toward an ethical commitment to the habits of democracy.

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HONG KONG: POSTMODERN HABITUS OF PARENTHETICAL IDENTITY

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This work examines Hong Kong from the perspective of identity and habitus. The research pursues the question of how space and identity are related in the case of Hong Kong, and why this relationship has emerged as it has. While the paper focuses on the case of Hong Kong, it simultaneously attempts to generate a robust framework for analyzing the tension between the global and local identities of place, within the postmodern paradigm.

The paper begins with an exploration of the significance of identity in understanding contemporary urban processes. This is followed by a discussion on the character and role of Hong Kong, within the global urban system. This has been defined as the city's functional identity. Next, economic role and function as a modernist and deterministic basis of classification of cities, has been studied in contrast to identity as a postmodern frame of reference. Bourdieu's concept of 'habitus' is proposed as a holistic and inclusive framework within which to analyze the relationship between place and identity in Hong Kong.

The importance of image and constructed reality in Hong Kong is critical to the city's postmodern identity. The analysis borrows evidence and insight from the films of Wong Kar-Wai. The paper argues that cinema mediates the influence of the forces that shape the habitus of the city. In Wong's films the city is essential to the screenplay, and a character in itself. Wong's films both create and reflect Hong Kong identity, and supply a useful resource for analysis.

The postmodern, post-industrial, post-Fordist habitus of Hong Kong is found to include the following features: (i) high consumption and consumerist culture, (ii) importance to image, even simulacra, (iii) income disparity, (iv) presence of a low-wage immigrant labour, and proximity to an even lower-wage option for outsourcing production and low-return services, (v) a fragmented and contested identity, and (vi) a sense of loss and abandonment.

In conclusion, the paper suggests that in the postmodern era seemingly disparate cities have more in common than can be deduced from their form and function alone. The paper argues that in order to compare local spaces in the age of global flows we need a flexible framework of analysis, ideally one that can capture the essential "experience" (Berman, 1982) or "condition" (Harvey, 1990) of a city. To support Berman and Harvey the paper uses works of contemporary theorists and Hong Kong experts, and attempts to deliver such a framework.

This paper is the background work for a yet unapproved dissertation proposal.

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POSITIONING COMPLEXITY THEORY WITHIN PLANNING THEORY AND PRACTICE

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Aim of the paper: This paper aims at examining the nature of complexity theory and positioning it broadly within the domain of planning theory. The practical domain of application of this positioning is then highlighted.

Approach: The argument is advanced in four sections. The first of these examines complexity theory (through authors such as Gleick, 1987; Waldrop, 1992; Prigogine and Stengers, 1984, and so on) and draws general conclusions – both epistemologically and ontologically - about the nature of the same for the social domain. The second section examines some major trends within social science theory in general and planning theory in particular. Examined in particular are the systems, realist, post-structuralist, and post modern movements (Chettiparamb, 2005). The third section combines the insights from the previous two sections to result in advancing a position for complexity theory within planning. The section discusses ways in which the theory is being explored within planning identifying the trends and the directions of development. These are then critiqued from a dual viewpoint – that of 'essentialism' and 'pragmatism' that draws upon a metatheoretical (for instance Zhao, 2001, Bunge, 1973) positions and a parallel literature of interdisciplinarity (for instance Klein, 1996; Aram, 2004) in general. The fourth section looks at the domain of planning practice and reflects upon how the theory as understood in the discussions in section three can then contribute and inform planning practice.

Relevance of the work: Discourses on and with complexity theory are increasingly gaining prominence within planning theory and thought. However due to the diversity of ways in which it is used, the domain and usefulness of the theory is not clearly understood in general. The paper contributes to clarifying and ordering this domain.

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EXPLORING MULTI-TEMPORAL AGENCIES AND PROCESSES IN SPATIAL PLANNING

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In a world of growing complexity, differing modes of temporality have been identified as increasingly salient perspectives for the interpretation of the plurality of structures and processes shaping urban societies.

This paper argues that differing modes of temporality are rooted in more general causal theories; it briefly reviews some of the more recent understandings of time that have emerged in the past decade [Harvey, Adam and Trift]. The paper posits that differing temporalities [Newtonian, evolutionary and performative] are inscribed in a variety of policy sectors and planning processes through professionalisation, and the construction and maintenance of discourse coalitions.

The performance of policy networks within the interpenetrating arenas of strategic, infrastructural and spatial planning is explored through a relational logic that locates them in terms of their levels of autonomy and centrality. This perspective is then used to interpret the sources of diversity, uncertainty and risk management in multi-level/multi-sectoral urban governance.

Visualisation has emerged as a legitimate mode of public communication. Through the use of CIT [GIS & Google Earth] visualisation is capable of contributing to the conceptual clarity and collaborative meaning construction of possible futures and of helping to actualise those deemed to be desirable. The paper illustrates the above schema with visualisations of multi-level governance networks drawn from the Oxford area, from data on mega-projects in urban transport infrastructure and from the reforming of the system of planning in England.

The paper concludes with an exploration of the potential use of this approach in the development of differing types of communities [both virtual and territorial] through web based scenario building and simulation in transport policy, and in the enhancement of e-democracy in English local planning.

Data Sources – OS digitised maps of the Oxford Area; 2001 Census Data.

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RELATIONS, FLOWS AND REDEVELOPMENT: EXPLORING THE ROLE AND DYNAMICS OF INVESTOR NETWORKS IN URBAN RE-GENERATION

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This paper will explore the network of investor relations circulating, flowing and structuring the redevelopment of urban land, drawing on ideas and methods from the emergent field of complexity theory.

Based on our previous work, the agents and networks involved in property development can be seen as constituents of structures that perform complex processes. These structures interact, forming complex systems whose emergent properties are more than the sum of the parts and whose behaviour is inherently difficult to predict. Redevelopment then can be conceptualised as a process of transformation: a complex system, a 'dissipative' structure involving developers, planners, landowners, state agencies etc., which unlocks the potential of previously used sites, transforms space towards a higher order of complexity and 'consumes' but also 'creates' different forms of capital in the process.

We argue that better understanding of the interactions between actors and the emergent qualities of the networks they form can improve our comprehension of the complex socio-spatial phenomena that redevelopment comprises. This conceptual approach has been applied to the case of UK institutional investment in urban redevelopment. The research findings provide interesting insights which both lend support and detail to the processes under investigation, but also raise questions and issues for ongoing conceptual development.

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NEGOTIATION PROCESSES FOR MULTI-LAYERED CASES: THE ULTIMATE PLANNING BOUNDARY?

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Key words: tangible & intangible boundaries/negotiation processes/complexity & fragmentation

This paper is a reflection on the on-going research project Boundaries for negotiation and connectivity, which analyses planning approaches to complexity and fragmentation and particularly how those seem to implicate – and necessitate? – a reductive approach to space. The Brussels Capital Region's (BCR) multi-layered landscape serves as a major case.

The increased complexity and fragmentation of contemporary cities has been analysed as both the result of this multi-layeredness as well as a consequence of

the emerging network society. The former can be considered as a result of historical boundary processes and successive urban strategies as well as of the contemporary discrepancy between a multitude of urban ambitions and the often conflicting urban conditions. The latter seems to intensify a further spatial fragmentation. As a result, both tangible as well as intangible boundaries increasingly generate tensions. Enhancing complexity as a constructive tension has become an unavoidable planning issue.

The projects´ redefinition of boundaries as spaces for negotiation, tension and in(ter)vention has opened opportunities for enhancing chaos & complexity theory as a consequent alternative for reductive planning strategies. Similarly, studies addressing urbanity, diversity and otherness are relevant to planning. Both cases offer valuable alternatives for reduction, but to a certain extent rather metaphorically. To effectively replace reductive either/or logics with multiplicity and diversity, the establishment of permanent negotiation processes is crucial.

This search for permanent negotiation processes starts from the analysis of urban planning processes as a dispositif (Foucault, 1975) and by means of diplomacy (Latour, 2003). The former being a heterogeneous whole in which expressed and unexpressed elements as well as the relationships between them are taken in account; the latter being the quality to trace and unravel those processes, the 'pourvu de suivi' (Latour). The mechanisms of Brussels' instruments for integrated planning and participation – as the Neighbourhood Contracts – are accordingly analysed: the communication of design proposals as ultimate proposals or as a result from several scenarios and errors; the role/background of the expert and the constitution of expert teams; evolutions in planning education; pro/contra polarizations in participation. This approach - not pre-balanced, but open and flexible – allows rendering hidden mechanisms visible, and to identify and tackle mismatching planning and negotiations strategies.

Unsuccessful negotiation processes are often associated with failed participation processes or rigid, untouchable political power. The unravelling of processes within and amongst dispositifs – design, social, and planning disciplines – allows exploring methods for facing rather than avoiding confrontation within complex and multiple cases.

Data sources: BCR´s multitude of planning ambitions, instruments and regulations for urban redevelopment (regional and local level) - BCR's implementation strategies for realizing those ambitions (as Neighbourhood Contracts)

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This proposal takes part of a research project on behalf of the Brussels Capital Region (since 2004) and a PhD, supervised by Prof. Dr. Graafland (TU Delft, A.D.Graafland@bk.tudelft.nl)

DEALING WITH COMPLEX PROBLEMS

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Many planners state, that we are living in an increasingly complex world with increasingly more (socially constructed) complex problems. Research tries to cap-

ture the nature of complexity in planning and its implications. But how do we deal with complex problems?

It was essential for us not to limit ourselves to reflecting on problem-solving, but to create a "guide" with explicit steps to problem-solving for university-teaching and use in practise.

Our approach to planning

Even though real problems are mostly unique, we use a transferable structure, which describes the steps of planning and helps to handle complex problems.

In short, the structure includes three key-elements that are not separable und that influence each other:

- A problem-solving-cycle ranging from the problem-definition to finding solutions to implementing them to the evaluation.
- the background to this cycle are the paradigmatic approaches of those involved and the "professional community".
- both points are embedded in an environment with its social, ecological, economical, political and administrative aspects.

Experience has shown that four aspects are often the foundation of many planning-processes. They set the scope and the view of the problem, methods and solutions. Those who define these four points, have the power to define the solution.

Consequently we focus on these aspects at first:

1.) One step is to understand problems before finding solutions by defining the "big mess" – the situation that someone considers negative and that should be changed.

This situation is socially constructed and non-objective, thus neither wrong nor right.

Knowing the "big mess" is relevant, because if you have not understood the underlying problem, actually solving the problem is luck and not planning.

2.) In planning, one never deals with the world „as such", but rather with descriptions of the world. The used concepts vary from person to person and between professions. Concepts are thus subjective and can lead to misunderstandings.

Different definitions of concepts shed a light on different aspects of a problem und eliminate others. They determine our thinking and actions.

3.) If one does not know or ignores the causes that led to the „big mess" it is hard to do something against them. The problem will often persist or could potentially arise again and again.

4.) In planning, the underlying paradigmatic approaches of those involved are important. There is no way around them, as everybody uses subjective approaches.

These approaches are valuable but also lead to a narrower view of the problem and the solutions.

Hence it often helps to reflect upon approaches to i.e. find new solutions by adapting a different approach (reframing).

There are of course many other aspects beyond these four, i.e. defining goals, finding solutions, deliberating on positive and negative effects of alternatives, describing those involved and their interests, planning the path to implement the solutions, just to name a few. But also topics and methods like communication, participation, project management etc.

In our presentation we will describe how we convey our ideas, focusing on "problem based learning", a series of questions which lead through our theory along with content modules, peer to peer reviews, face-to-face meetings and online elements.

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ON SEEING THE MIDDLE OF THE STRING? PROBLEMATISING RESPONSIBILITY IN PLANNING THEORY AND PRACTICE

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Planners are often told that they must be responsible to ensure equitable and democratic planning processes, or to ensure that our communities and wider planet are sustainable. The words 'responsible' and 'responsibility' are readily assumed to be an unambiguous ethical task that all planners understand and undertake. Does this mean that when our planning outcomes are neither equitable nor sustainable (as in many cases), that we have failed in our responsibility? More fundamentally, what does responsibility actually mean and imply for our practices?

In this paper we problematise the concept of responsibility as a social construct from four theoretical perspectives: drawing on a tradition of duty, responsibility as delineation of the good, Levinas' responsibility to the other regardless of proximity and Derridean responsibility as undecidable response plus ability to respect future radical alterity.

We examine case example/s from each of the four perspectives and discuss the implications for planning theory and practice. We conclude that our questions are undecidable and that 'responsibility's is like a string that we can only see the middle of. Both ends are out of sight' (William McFee, 1916). Finally, we ask whether we as planning academics have a responsibility for the practical consequences of academic and professional interpretations of reality.

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URBAN PLANNING IN MEXICO: BEYOND THE RATIONAL – COMPREHENSIVE PLANNING

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- Central Topic

In Mexico, it is possible to affirm that within the territorial studies field a very significant thematic blank can be found when it comes to understand the concept of the contemporary Urban Planning and to evaluate its scope. A mechanical thinking process can be observed which is not aware of its origin and evolutio and in most cases, it leads it to failure as a way of anticipation and conduction of the development and growing of the city.

In practice it has had several limitations, due to the fact that far from supporting the inclusion of renewed technical criteria, or serving as a basis for the scientific

development of the field, its evolution has been basically directed towards to increase the normative character of the Urban Planning in our country. It has only been possible to carry out plans on a large scale under the influence of the rationality criteria promoted by the International Congress of Modern Architecture (CIAM) and the Athens Charter.

The static character of the Mexican Urban Planning can be easily verified since its conception as well as its contemporary practice has been historically influenced by a diversity of paradigms and thinking schools which have suited the consolidation of a paradigm of its own which supports it. Particularly, it has been developed on the border of the recent developments of the Planning Theory in spite of the fact that within our country Urban Planning is clearly influenced by the Rational-Comprehensive Planning model, a classical base model widely spread through previous decades whose critics towards its excessive rational content have favoured the construction and permanent development of alternative models so as to respond the evident complexity of the current world.

According to the previous, the study of the Planning Theory is emphasized as a disciplinary base field since considering that Mexican planners have remain indifferent to its recent statements, it is parting from them that this research works suggest the fitting of the adopted Urban Planning style.

- Methodology and Data

Due to its scope, the suggested work is fundamentally based on the theoretical revision of the Planning Theory as a central disciplinary point, although it is also considered what is related to the mutual feedback relationship between Urbanism and Planning, whereas the empiric basis has to do with the study of the Mexican experience regarding Urban Planning from 1976 to date.

- Contributions to Urban Planning Teaching

In Mexico there are no actions which theoretically and methodologically strengthen Urban Planning parting from the Planning Theory. Therefore the conceptual basis suggested in the present paper is hoped to function as a contribution to the new knowledge generation within the Urban Research context frame developed in the Mexican public University, and even though this paper, particularly refers to the case of Mexico, it is thought to serve as a basis to explore the conditions of Urban Planning in Latin America seen from the Planning Theory approach.

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DEFINING THE PUBLIC INTEREST: THE PROFESSIONAL PLANNER'S ETHICAL RESPONSIBILITIES

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Many of the problems in contemporary cities (eg sustainability, traffic congestion, sprawl) are what Rittel and Weber (1973) called "wicked problems": (1) there is no definitive formulation of the problem; (2) there is no ultimate test of a solution; (3) the set of potential solutions is not enumerable; (4) the nature of problem resolu-

tion is determined by the choice of explanation; (5) the problem is never really solved, but only displaced by a new problem. With regard to such problems, there are many divergent interests, views and often divergent values. In a liberal democratic society, one ethical responsibility of the public planner is to facilitate the development of an "overlapping social consensus" shared by citizens, which defines the "public interest". We will argue that this entails an ethical responsibility for the planner to be neutral with regard to her private values, but to promote public values and principles which are part of the overlapping consensus The planner should also seek to facilitate broadening this consensus.

However, this public interest is not static; it is fluid and dynamic – values, conceptions and visions of the future evolve. Thus the planner requires much more than the facilitator´s skills of managing processes of engagement and debate. A further ethical responsibility of the planner is to apply creativity, imagination, design skills in interpreting the past, opening communities to new ideas and possibilities, facilitating the development of a practical vision for the future, and the design of a path from the present to the imagined future. This role could be called "mediation", but in a much broader sense than simply resolving current conflicts of interest.

This paper will examine how these ethical responsibilities of public planners can be realized in developing concrete plans and policies.

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COMING FROM THE OUTSIDE OF THOUGHT: TOWARDS A POSTREPRESENTATIONAL THEORY OF SPATIAL PLANNING

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Representational theories generally portray knowledge as the representation of an aspect of the world. In this paper I investigate the potentialities of Nigel Thrift's non-representational theorising or 'theory of practice' as appropriate to spatial practice in a dynamic world. Thrift's theorising offers a relational, dialogical approach to understanding contingencies of place and actant behaviours. Non-representational theory reframes space and time. It examines how style, affect (emotions, desires, imaginations) and politics intersect in improvised practices or performances. 'It is about discovering the options people have as to how to live' (Thrift, 1996: 8). It is about understanding the world in terms of practical effectivity rather than representation – not the what but the Deleuzean how.

I go beyond Thrift's non-representational theory, to develop an postrepresentational theory of dynamic complexity. In spatial planning practice this would entail challenging traditional views and assumptions of the world and analysing events from different viewpoints. As such, I am drawn to Foucault's ideas of immanence and to Deleuze and Guattari's ideas of becoming or moving beyond. These notions allow unexpected elements to come into play and things not to quite work out as expected. They allow me to see spatial planning and planners as experiments enmeshed in a series of modulating networked relationships in circumstances at the same time both rigid and flexible, where outcomes are

volatile: where problems are not 'solved' once and for all but are rather constantly recast, reformulated in new perspectives. It is an issue of problematisation rather than solution.

Spatial practice is regarded as temporally engaged improvisation, phronetic practical wisdom. However, spatial planning cannot leave everything to chance. As Foucault (2004) commented, urbanism's function is to regulate chance. Potentials are always constrained in some way. Some sort of temporary fixity, stability or punctualisation (Chia, 1995) is necessary, which does not appear satisfiable through laissez-faire approaches. Yet the name of the game is not to rediscover the transcendent universal but to find the conditions under which something new or immanent may be created. Spatial planning practice would provide 'just a little order to protect us from chaos' (Deleuze and Guattari, 1994: 201).

In what Mengue (2003) theorises as 'the double face of the social' of molar/molecular distinction, coexistence and complementarity, there is scope for contextual structures and broad institutional (utopic) molar visions of the future (Deleuzean striations) within which micro-scale molecular differences, fluidities and becomings of multiplicities interconnect in what I term as multi-planar planning practice.

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PLANS IN COMPLEX MULTIORGANIZATIONAL SYSTEMS

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Pre-organized session

John Abbott, "A Better Future or a More Certain Future: The Nature of Metropolitan Plans"

Chris Webster, "Are Some Planning Transactions Inherently Sovereign?"

Nikhil Kaza and Lewis D. Hopkins, "In What Circumstances Should We Plan in Public?"

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see individual paper abstracts

DUAL CITIES, DUAL ECONOMY: BREAKING THE 'MAGIC CIRCLE' OF AUTOMOBILE DEPENDENCE

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The peripheral-central forces and counter forces at play in the 21st Century City are channeled through societal decisions on infrastructure, the very superstructure of capital accumulation. Cities are differentiated by their virtual and physical connectivity via telecommunications and transport infrastructure, which shape and reshape urban space. Places that fall outside the new grid of digital highways are "peripheralized" (Sassen, 2000: 113).

Central to these 'new geographies of power' is the increasing separation and isolation created by automobile dependence. Depuy (1999) draws attention to

the "vicious magic circle" of positive advantages to car use, which create negative externalities of different sorts including traffic congestion, pollution, the irreversible consumption of fossil oils, space, etc. In the race for economic competitiveness society is sharpening the differentials between the mobility rich and the mobility poor.

These trends are increasingly cemented by technological and life style changes which will make them difficult to redirect. We can predict that the societal choices underpinning new intelligent transport infrastructure will support and sustain the lifestyle choice of 'knowledge workers', willing to pay for lower travel time, higher speeds, more comfort, and who compete for slots in the transport system.

Conscious national and local government policy decisions will provide better services for these market actors. However, we know very little about the needs of the disabled, the elderly, the poor and women who find that public transport is becoming more expensive and facilities in locations that require private car use. This paper will examine the growth by stealth of this dual society through examining the literature on the social costs of our current transport provision. The paper will ask: Are anomalies the new forms and norms? Or is it possible to make sense of, to order, the new city region? Is there a way we can make the city region more intelligible, so we can inhabit it knowledgeably, and can act upon it sensibly? Can the contemporary city-region be governed effectively?

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PLANNING AND PLANNING PROCESSES IN COMPLEXITY

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Complexity is a true buzzword in many scientific disciplines. All kinds of accounts are made on what complexity might be and how could be dealt with complex issues.Much is said about what complex issues are, but relatively little time is spent to describe and explain the complexity in spatial development (Hajer & Wagenaar, 2003). This description and explanation of complexity seems to be necessary to reposition the role of planning and planning processes under complexity.

In this paper the seaport of Rotterdam and the airport of Schiphol are used to describe and explain the complexity in developing both mainports. The port of Rotterdam is largest port of Europe (third largest of the world). The airport Amsterdam Schiphol, is the fifth largest airport in Europe. Both ports are labelled as mainports in Dutch spatial policies.

In this paper we answer the following question;

How can complexity in Dutch mainport development be described and explained and what does this mean for the position of planning and planning processes?

To answer this question the paper is split into three parts.

The first part elaborates on some fruitful theoretical concepts from sociology and complexity theory (Castells, 1996; Holland, 1995). This results in a theoretical framework that is applied to describe and explain Rotterdam and Schiphol in the second part. In this part a picture of the two mainports in their complex environment is presented.

After this we turn to the implications for the position of planning and planning processes. The work of for example Byrne (2001) on planning and complexity is central to this. Byrne´s main contribution is that planning is to control the parameters of directions in which spatial development moves.

The added value of this paper can be found in the thorough insight in the complexity and the use of concepts from complexity theory that call for a renewed look at planning in complex planning processes. We assume that this new look can be a useful help for improving planning practices. The paper is concluded with some ideas about how meaningful planning (processes) can be organized in complexity (Innes and Booher 1999).

The paper is mainly based on desktop research. Theoretical works will be used to describe and explain the complexity. For drawing the picture of both mainports interviews with representatives of the main organizations in the Dutch context will be held.

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CONTEMPORARY DEBATE ABOUT METROPOLITAN EVOLUTION IN THE MEXICO CITY.

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Two decades ago, Mexico City, first city of the of the national urban system, has dropped slowing down it´s population growth and a fall of her ability to concentrate respect to middle size cities that has attained greater dynamism as consequence of the metropolitan decentralization process and the changes of the migratory patterns.

The following questions have oriented this paper: Which hypothesis have been formulated about these changes? ¿Which paradigms have influenced such hypothesis and the urban research in México City? ¿Can these experiences be compared with the existing in European or North American cities?

Some researchers allude to development of the mega-cities or extended outskirts with the transition from a compact urbanization patterns to dispersal organization territorial; from a nuclear or monocentric spatial structure to polynuclear, poly-central or poly-nodal structures. Another authors, which are inspired in the Berry and Richardson´s proposes, explain the inflection of the urban growth as a counterurbanization process or polarization reversal. On the other hand, the Differential Urbanization Model, proposed by Geyer, takes on special significance to

explain the phases of the urban systems evolution and the change of the relationships between net migration and settlement size during a complete cycle of urban development. Finally, an important stream of thinking, suggests that the urban process trend, change in the concentration scale, from the metropolitan to megalopolis, proposed by Gottman, refers to overlaping two or more metropolitan areas and the composition of a subsystem of cities or conglomerates integrated by seven cities in the México's central region.

This paper proposes a brief reflection about the main interpretations of the recent evolution of the metropolitan process in the Mexico City, the theoretical models that underlies in the urban research with the prospect to contribute in the debate.

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IN WHAT CIRCUMSTANCES SHOULD WE PLAN PUBLICLY?

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The literature on the effectiveness of plans assumes plans will be public and should be achieved or implemented. In this paper, however, we provide an alternative conception of plans, which argues that plans reflect different degrees of commitment to proposed actions and can be interpreted as statements of intent about partial orderings of alternatives. The observation that plans exist means that plans are de facto not inconsistent with complex systems of urban development, distributed authority, uneven distribution of power, contested space, or constructed discourses about urban development and redevelopment. We cannot assume, however, that all plans or all plan content are public and thus readily observable. Then the question can be asked: In what circumstances will a plan maker choose to make plans public and to whom? What should we expect to be public from the plans of others and what not? Plans and any decision making that relies on them, due to their situated nature in the urban geo political space, should be cognizant of intentions of other actors, some of which may be inferable from plans made public and others through decisions and actions that have publicly observable effects.

This paper will posit that plans are subsumed in plans about plans and that plans are strategically made explicit. The absence of explicit documents in particular situations should not be taken to imply that plans do not exist or that plan led behavior is not possible in such situations. We then provide explanations of why plans are made public and justifications for what aspects of plans by governments should be made explicit in public.

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URBAN KNOWLEDGE ARENA: CONSTRUCTING SPACE THROUGH KNOWLEDGE

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Urban Planning and Development is based on a complex structure of knowledge and expertise drawn from a variety of disciplines, such as architecture, geography, economy, sociology, and ecology, all of which have different epistemic traditions and ways of reproducing their expertise through university education. Over the years, planning theorist have addressed a number of issues in urban epistemology, such as the relationship between knowledge and power (e.g. Flyvbjerg, drawing from Foucault and Machiavelli), tacit or personal knowledge (e.g. Nonaka and his followers, drawing from Polanyi), and local knowledge. Often, however, the epistomological problems related to these concepts are not fully addressed, and the relationship of the epistemological standpoint to the corresponding urban ontotoly is not even discussed. On the other hand, the way that knowledge is constructed in practice if often taken for granted, and the roles of the different professions and their professional interests is left open. Needless to say, those responsible for planning education are seldom willing to discuss these philosphical commitments in their curriculum. The purpose of this paper is to give an overview of this 'knowledge arena', that is, the practice of producing knowledge in the context of producing space. Since knowledge is one of the so-called modal notions, the paper draws from a modal theory of space developed by the author elsewhere (forthcoming). Urban epistemology is illustrated empirically through two cases, one from urban design, the other from jurisprudence or legal argumentation. In short, it will be argued that urban space, instead of its standard imagination as a material artifact, or else a flow of people, things and ideas, or even the contemporary imagination as a 'multitude of trajectories' or 'stories so far' (Massey), should be conceived as a realm of possibilities, and approached through the modal notions of knowledge, belief, imagination and risk, among others. Thus the production and management of urban space and knowledge should also be seen as a management of possibilities. In planning education, this would mean giving up the traditional 2-D and 3-D conceptualizations of urban space, and the corresponding types of expertise in planning and design, and reach for a more multidimensional, modal understanding of the city, thus giving imagination, creativity, but also the management of risk a more central role in the development of planning expertise.

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KNOWING AND STEERING: MEDIATISATION, PLANNING AND DEMOCRACY IN VICTORIA, AUSTRALIA

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Habermas suggests that democracy means that a society is able to know itself and steer itself. This article builds on Habermas' conception that mediatisation is a central impediment to the realisation of democracy, while recognising the locally particular resolution of democratic dilemmas represented by any planning system. Using Victoria, Australia as an example, the article seeks to demonstrate that Habermas's project offers a means of critiquing existing planning systems. Rather than communicative planning remaining an unattainable ideal, the possibility is explored of Habermasian critique offering practical directions for enhancing the democracy of existing planning systems.

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THE SIGNIFICANCE OF A POSITION OF METHODOLOGICAL INDIVIDUALISM IN URBAN AND REGIONAL PLANNING.

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The aim is to show the importance for town planning of a clearly established methodological approach, that of methodological individualism, as opposed to the operational pragmatism with no scientific basis or philosophy which is currently gaining acceptance both in the practice of town planning and in the research which justifies this practice.

Our paper is structured around three points. The first consists of a synthetic presentation of the trend found in human and social sciences called actionism or methodological individualism, particularly in texts by Boudon. The scientic approach favoured by this trend is based on the idea that the individual comes first compared to all other forms of grouping, that he is the only one to act , to have specific behaviour or attitudes and beliefs, to decide. This individual is first and foremost rational, but also influenced by his factual and social environment. What we call collective action is in fact merely the effects of compostion and calls for a different focal analysis.

Secondly, we present an analysis of the causes of the implicit rejection of such an approach to town planning, leading us to consider first of all, the group or aggregate rather than the individual himself, in what is specific and unique: the available data are frequently statistics or generalisations based on a limited number of cases which subsequently are lost in the general overview.

Politically speaking and in terms of action on urban space, the public interest appears as a value, or even as an undisputed standard; the epistemological trends and paradigms coming under the province of economic and social sciences which represent the priority or primordiality of the group and its influence on the individual are numerous and well-recognised. Disciplines related to the urban field have traditionally tended to place the group ahead of the individual; the natural tendency,as demonstrated by experts in social psychology towards generalisation and stereotypes, contributes to making the group the focal point of observation in both current and scientific thinking, thus rendering the individual unclear and uncertain.

Thirdly, based on this premise we take the opposite view and examine the possibility of such a scientific position the field of town planning which has a grounding in the sciences of conception, decision-making and action. What articulation(s) can we conceive of on a theoretical level but also on the practical level of a town planner between the individual, multiple and public action ? Once this possibility has been established (this is not something immediate and should be presented in a careful manner) we specify the limits, the scope of validity. To conclude we point out the advantages of the scientific approach within this scope.

Key-words: epistemology, theory, urban and regional planning, individual

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PLANNING FOR CHANGE: RECONSIDERING PARTICIPATION AS AN EVERYDAY LIFE PRACTICE

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I this paper I will discuss the complex topic of participation by reflecting on multiple experimentations of strategic conversations which I have carried in different lock-in planning contexts. Such experimentations aimed to sketch participative development strategies at different scale, from the city region to the neighbourhood, but all were carried out in distressed urban areas or neighbourhoods.

Such experimentations suggest that in our neoliberal fragmented social and political context, participative planning processes cannot be detached from a reconceptualization of the city as a becoming, as a result of the co-evolution of problems and solutions. The kind of social change that the participation will brought about depends on the complexes relations between formal/informal practices of participation, new modes of governance emerging in formal urban policy making which shape urban development processes.

Participate is not only a question of deliberating. It as a multiform an everyday practice of city construction rather than one of the "tools" available for the new governance style characterizing formal policy making process. Following Deleuze, I will argue that participation is the result of the continuous transformation of smooth surfaces into striated ones and thus, it cannot be considered just as a step in a sort of linear deliberative process or a separate piece in the puzzle of different modes of governance. Rather it should be reconsidered as a way to reconnect knowledge and action and an unstable field of practices whose existence needs to be continuously nurtured by multiple views and voices, contestations and experimentations in the every day life.

I will argue that planning to become a creative process should be based on a concept of participation as sketched above. Strategic conversation, if intended as in-depth explorations into strategic critical issues and prospective changes, can enable and encourage such creativity.

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COMMUNITY PLANNING INTERRUPTEDI THINKING DIFFERENTLY ABOUT BEING IN COMMUNITY

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Community has long been a planning byword. Reviving often-utopian notions of community, planners strive to engage, represent, and empower people, and to generate democratic debate. Ongoing change in local governance structures and power relations – between people, stakeholders, and within regimes of government – prompts a call for reshuffling in our political thinking. For a start, 'what do we mean when we think of community?'

Existing community planning agendas, arguably, are dictated by a representational and transcendent (Hillier 2004) mind-set. Foremost local governance mod-

els conceptualise community in terms of atomistic cohesion drawing on a restless compromise between neo-liberal and communitarian foundations: focusing on the rational individual, market principles, collaborative consensus-seeking, and equilibrium. This is problematic, for example, in the face of fragmentation, diverse communities, and inevitable dissensus. Villa (1996) suggests that we 'lack a political vocabulary and sense of membership that would be adequate to the expression of community purpose'. In addressing this lack, planning could clearly contribute to the robust political life we seek.

To this end, I begin to think differently about community. In a pragmatic and globalising world, we need planning theory to 'develop robust and sophisticated conceptual treatments' (Graham and Healey 1999: 623) about community and our regimes of government. I make an exploratory case for a relational and immanent interpretation of community in public planning. Conceptualising community as 'being-in-common' is a radical departure from a prevailing sense that the self is a premise of politics and political action. Arendt (1996) helps release us from the subject as sovereign, which allows a relational conception of our 'acting together' and the plurality of our co-existence in our everyday lives.

There are four parts to this paper. Firstly, we criticise the prevailing mode of thinking; introducing the basis for an alternative proposition. Secondly, I tentatively construct a relational and immanent rethinking about community drawing together three strands of recent theory pertinent to planning. These are: political action (Arendt 1958, Gunder 2003), relationality (Graham and Healey 1999), and singularity (Nancy 1991). In the third section, some brief suggestions of relational planning practice for community are made. Finally, certain problems are identified for further exploration.

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SOCIAL INNOVATION: PRACTICE AND DISCOURSE

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Social Innovation: practice and discourse.

A cultural political economy perspective.

In social science, increasing use is made of the concept of social innovation. In economics, business science, sociology, arts, etc. the term is used for both analytical and normative purposes. Analytically, the term refers to innovation or 'positive' changes of a social nature as observed in the transformation of society, communities or micro-social relations. Normatively, it refers to desirable changes in social relations such as democratisation of decision-mechanisms or satisfaction of diverse kinds of human needs.

This paper has two ambitions. First it will provide a survey of the various uses (analytical, normative) of 'social innovation' as term, a concept or a category in different bodies of social science research. From previous work, we know that there is a wealth of meanings, which cannot only be discriminated on the basis of their normative versus analytical status, or the school of thought the concept is used by, but also by the elements and levels of society that are addressed. The survey will use a "sociology of knowledge" approach. The ultimate purpose of the survey is to decide on the meaningfulness of a typology of meanings and functions of the concept: are different readings of social innovation complementary? Is a complementarity perspective analytically useful? And, related to this question: does it make sense to develop a meta-theoretical or even a post-disciplinary perspective allowing these different social innovation contents to relate to each other?

The second ambition of this paper is to use theories of agency, institutions, structure and discourse to analyse the relationship between social innovation practice and discourse, to determine the practice role of discourse in social innovation agendas as well as the thin borderline between discourse with a legitimization function and scientific analysis, especially when it comes to influencing decision-making within policy arenas.

Expected outputs are: a structured survey of different meanings of social innovation; a structure-institution-agency-discourse analysis of social innovation practice and analysis.

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Various contributions on Cultural Political Economy and Discourse analysis.

SPATIAL-INSTITUTIONAL ISOMORPHISM: MIRROR, MIRROR ON THE GROUND

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This paper examines the patterns of interaction among individuals and institutions through networks in the built and virtual environments. The relations between social (subsuming economic, political, cultural) processes and their built and virtual environments, formerly called space and society, are now increasingly conceptualised as the multi-scalar relations between institutions and environments. An institutionalist perspective acknowledges the role of individual (person or group) agency, just as an environmental perspective acknowledges the role of spatial context, whether space is conceived as urban, natural, virtual, or their intersection. The institution is the medium in which agency occurs, and has the resources and the means for interactivity that extend agency in social space and time. This increasingly occurs in network forms, so much so that our very understanding of society is now as a network society. Likewise, complex modeling of environments reveals that networks, along with fractals and other forms, are compelling ways to comprehend them(1). The approach taken how institutional network space mirrors urban region networked space, a phenomenon I call spatial-institutional isomorphism(2). While institutional-spatial isomorphism , particularly when understood as a network phenomenon, may be a promising approach to reconceptualized space-society relations; the city still is what it has always been, a specialized sort of "transaction maximizing system" (3 - Meier, 1968).

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COMPLEXITY IN SPATIAL PLANNING PRACTICE AND THEORY

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Planning practice has today a situation of numerous tasks and requirements. The situation is caused of both global and local changes together with requirements of a more sustainable development and higher involvement of inhabitants. This interconnected and multi-dimensional context is not only complicated but also complex. The complexity refers to unpredictable outcomes when different natural, technical and social conditions are integrated with values from various actors and stakeholders - a great number and variety of elements and interactions in the society and planning. Planning administrations and planners have as actors to manage and improve methods to handle the growing complexity in planning practice.

The paper concerns the actors´ perspectives of the complexity and how it is managed in planning practice. It is a critical and reflective scrutiny of the dichotomy; on one hand managing the manifold and complexity and at the other hand limit the context to be able to manage local planning practice as in a mixed-scanning perspective. Power relations, governance and regime coalitions between the actors are studied. The relation of complexity and theories of planning and decision making is discussed in the paper.

The empirical findings are collected from a case study of a northern local authority. The small town is located in hard climate conditions because of an ore mine as the main industry in parallel with space technology and tourism. There is an on-going process of comprehensive planning based on the plans to move or rebuild one third of the built environment. These plans are caused by an interest from the mining company to mine iron ore under the existing town. This scenario is related to the global iron price. The local authority spatial planning is dependent on the prognoses of future requirement of employees in the mine together with development of space technology and regional tourism. The existing town is surrounded of natural environmental interests, national infrastructure as well as fields for nomad people´s reindeers. The planning process is expected to improve a sustainable development and a deliberative process for all actors and stakeholders. Altogether these conditions give an extreme complex context for the spatial planning situation.

The results presented are expected to give new knowledge valuable for planning practice as well as for educating planning students. The result will hopefully give a contribution to the planning theory discussion. Key data sources are found from documents and plans, available statistics, together with semi structured interviews as well as participative observations. The findings are interpreted in an abducted and retroductive perspective.

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HISTORIAS DEL URBANISMO COMO HISTORIAS DE LA CIUDAD

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El trabajo examina el tratamiento del "urbanismo" en las historias de la ciudad elaboradas durante el siglo XX en Argentina, construyendo un panorama de los temas tratados y los ausentes. A partir de una bibliografía escrita por arquitectos o planificadores, caracterizada desde sus referentes internacionales, se distinguen problemática y cronológicamente tres ciclos: la "evolución urbanística" del ciclo de entreguerras; la inflexión de temas y problemas que suscitó la sociología urbana y la historia "desde abajo"; la recuperación reciente de las alternativas del urbanismo como dimensión de los estudios culturales, las historias de la ciencia y de los campos disciplinares. Sin reivindicar las "historias del urbanismo" que son auto justificaciones profesionales ni restringirse a una lectura crítica de ese registro, el texto rescata la potencialidad de éstas como uno –no el único- de los insumos necesarios para la construcción de la historia urbana, gracias a su aptitud para dar cuenta de muchas de las lógicas que gobiernan las formas de pensar y actuar sobre la ciudad.

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A CONTRIBUTION TO THE CONTROVERSY ABOUT THE DISTINCTION BETWEEN THE HISTORY OF THE CITIES AND THE HISTORY OF THE URBANISM THEORY

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Hypothesis: Even the twentieth century Physics admit that absolutely everything is interdependent and connected. But that does not mean that, if we could not dissociate, it is very important to distinguish. As this, in the Study of the History of the Urbanism Theory, and the History of the History of the Cities is of considerable

significance not to dissociate these two Subjects but of important consequence to distinguish clearly, their differences and nature.

The nature of the matter in Theories is what Ken Wilber calls the "interior collective reality" (the "ensemble of meanings, values and interior identities we share with others that form a similar community than ours, meaning a tribal community, a national community or a world wide community") and in the case of History of Urbanism the nature of the subject is the "exterior collective reality" ("the external institutions and material forms of, and created by, the community" – constructed and projected by the community-), their economic and technologic foundation, their styles, forms and urban designs, the size of their population, and so on. Trying to summarize; one can say that their functionality are "external", material realities. (Wilber A brief history of everything, 1996, chapter V).

To accomplish a satisfactory approach we need to make our analysis from an historical, linguist and philosophical method.

The relevance of this work to planning education, practice and scholarship is to make clear the difference of these subjects that are so close but are also so dissimilar.

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THE CITY OF THE FUTURE - THE FUTURE OF THE CITY

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The dramatic increase of urban population worldwide in recent years, (for the first time in the history of mankind being higher than the rural population), with the concomitant unprecedented development of megalopolises around the world, have created an urgent need for the systematic study of cities and urban problems.

This paper will exemplify the character of possible future developments, as well as try to underline the need to confront the challenges facing us for a better future for our cities. It will argue in favor of the comprehensive research necessary, of forces as they interact in forming the structure of the contemporary city. Four such parameters will be discussed:

First, technology, and specifically the new technologies, has for some years now introduced a series of extreme dilemmas for the future structure of the city. Should we abandon primordial concepts, like urban place, and substitute with the non-places Melvin Webber was arguing for, as early as 1968? Are digital communities, and virtual environments and a-spatial work patterns, our urban future? Or, is it all an intellectual exaggeration, like similar ones in the past, and business will continue as usual, albeit in more urban places, possibly with slightly different modes, and on larger scales?

Second, energy is fast becoming the resource of choice for the creation of the most dramatic scenarios. Patterns of energy consumption in the West simply cannot be sustained, let alone multiply and invade the rest of humankind. The modern city is a prime energy consumer. Will it lead the way towards novel patterns of energy distribution and consumption, resulting obviously in new urban patterns? Or, alternatively, it will rush towards a second middle ages, result of totally irresponsible use and misuse of energy resources?

Third, accessibility, and more specifically private car ownership and use, will it continue unequivocally influencing and shaping urban form and structure? Is the future of the world cities, a galaxy of plural Los Angeles´s, in a continuous megalopolis of sub-urbias, ex-urbias, and meta-urbias. Will Shanghai, in a few years, proudly present similar landscapes, networks, and of course urban problems, as today´s New York?

Finally, fourth, is it possible to imagine a way, through which we can more easily visualize possible urban futures, in order to understand them better and debate and evaluate them appropriately?

If the future of the city depends on those parameters mentioned above, and if we are convinced that there will be instrumental changes in its form and structure, and if, as a consequence, serious efforts will be needed for the planning of the city of the future, wouldn´t it be opportune to acquire methods and techniques to investigate these future scenarios in a most illustrative way? To be able to create visualizations of these futures, as easily communicative, and as clearly self explanatory as an accurate digital image of the future? A digital 3-D model, complete with commentary on land uses and networks, could provide a powerful icon indeed.

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INTRODUCTION OF THE "CONTINUOUS CITY" AN ADVANCED URBAN PLANNING THEORY

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Purpose – Ebenezer Howard´s urban planning theory holds that a totally planned city was necessary to restore the people to the land by combining the town and country into one location named as "Garden City". Passage of the previous century and failure of two initial Garden Cities have certainly shown that Garden City as prescribed by Ebenezer Howard is no longer practical due to multifarious constraints. Several components of Howard´s theory have successfully been applied in various cities while modifications in the original theory were long overdue. There was also a need for unconventional contemporary theory of urban planning which would revolutionize the field of urban planning. The Theory of "Continuous City" reflects exactly what planners have observed for a long period of time. This article explores the theoretical benefits while including sustainable development features and proposes a new urban design needed to bring together the original framework of "town and country" into contemporary urban design. Design/methodology/approach - The methodology has been designed by applying the concept of "continuous city" on a grid system and adjacent to major freeways (transportation arteries) of a region. This approach provides sustainable solutions to the growth and development of urban areas. It also provides measures to control the flow of migration into urban areas therefore protecting the urban areas from sprawl and service coercion. The paper is part of a proposed dissertation research project that is in progress, and will provide valuable insight into solutions for the future of the urban development. The research paper has coined the concept of "Continuous City" to explain the difference between existing and proposed urban design that can be accomplished by the interventions of governmental agencies. Keywords: Continuous city, planning theory, sustainable development

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TOWARDS A NEW PARADIGM OF PLANNING: THE "MATERIALISTIC TURN" AS A POLITICAL PROJECT

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Recently, the defense of state planning became an important item on the political agenda of progressive social forces especially in Latin America. In this sense even urban and regional planning is seen as an expression of resistance against the weakening of the State promoted by the liberal reforms in the nineties of the last century.

Our work intends, first, to present a critical approach of the perspective which, a lot of times in our opinion, implicates in a mystification of State and planning. Even a deepened analysis of the trajectory of (territorial) planning since its appearance in 20th century as "rationalization of the rationalization" of capitalist and socialist State doesn't allow to identify any fundamental rupture of their discourses and of their practices. This seems even be true for more recent approaches as the "participative planning" or the attempts to apropriate planning procedures as a form to criate consensus or consents ("communicative or democratic planning") that were applied basically at the local level.

We shall elaborate, second, some arguments that will demonstrate the possibility and potentiality of a true rupture which will begin with a "materialistic turn" of planning practice. That "new planning" would demand, in first place, to overcome, dialectically, the limitations of former processes determined exclusively by contemplation of representations and of the simbolic (discourses). Therefore, this rupture will not take place mereley on the discourse level; but will be based on the real incorporation in planning of social space in its totality in a manner that will transcend the level of mere representations (of space).

This development can only be achieved by the confrontation between discursive representations of space with spaces of representations as they show up in people's daily experiences (no necessarily accessible discursively). Therefore we shall adopt a "meta-theoretical" approach which links the conceptual elements to certain concrete social spaces (realities) that are not just its empiric references, but indispensable for the understanding of the process as a new "praxis". We will choose, in our paper, some real and imagined examples to demonstrate this new caracter of planning.

It is our hipothesis (and conviction) that such a planning will be accepted by wider social segments in behalf of their recognition of the abstract and alienating logics of the consumer society and their discontent with its effect. Therefore we believe in the possibility that our proposal might match growing social support because of its potential to contribute to deeper social transformations.

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THE INTERPLAY BETWEEN TENDENCIES IN POLITICAL DECISION-MAKING AND GOAL DISPLACEMENTS IN PLANNING PROJECTS: AN ALTERNATIVE VIEW OF POWER AND PLANNING, ILLUSTRATED BY A DIACHRONIC ANALYSIS OF BELGIAN/FLEMISH SPATIAL PLANNING 1962-1985.

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This paper addresses the question of how to incorporate the idea of output democracy into the theory of spatial planning. It presents a new view of the relationship between power and spatial planning, starting from three closely related ideas:

(i) spatial planning regulates a social struggle for collective interests (sectional interests defended by social movements and associated political parties),

(ii) spatial planning is a large scale practical project which is inescapably subject to goal displacements (because of its initial ideological conception, the bureaucratic execution and the multiplicity of personal motives and objectives)

(iii) democracy is a matter of power and countervailing power.

The author takes issues with the work of Forester, who considers power to be an impediment to communicative action in the sense of Habermas, and with the approach of Albrechts, Flyvbjerg and Hillier who use detailed case studies to drive their point home. In these case studies the daily actions of actors involved in the design and implementation of planning projects are reported and interpreted. Sympathizing with the idea of agonic democracy, the author, however, opts for diachronic analysis, which reveals the structural changes of a planning system in its historical development.

This kind of analysis is exemplified by the study of the Belgian/Flemish spatial planning based on the Town and Country Planning Act of 1962. The structural changes are detected by the examination of official documents (parliamentary papers, decrees, orders and circulars, preliminary, draft and definite plans, research reports of the designers of the plans). They are explained by bringing political decision-making into the analysis: consocial, neocorporatist, technocratic and underhand decision-making in a political system that may be typified as a particracy. It is argued that the interplay of goal displacements in spatial planning and the tendencies in political decision-making has strengthened a configuration of power relations of which the executive, clientelism, and particracy are the main beneficiaries. The collective interest of economism has been prioritized at the expense of the collective interest of an incipient ecologism.

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PLANNERS' ROLE: TORN BETWEEN DIALOGICAL IDEALS AND NEO-LIBERAL REALITIES

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Several studies of the values of planners confirm their inclination to be in favour of public involvement and dialogical, open processes and opposed to manipulation and lenient control of developers. Despite some ambiguity, it seems to be a broad Western tendency that planners´ values correspond well with main features of communicative planning. Discourse ethics and theories of deliberative democracy have provided inspiration and supportive ideas to planners for some years now. It is nevertheless questioned whether this can stand up to the pressure from main trends in politics, economy, and administration – like market orientation and the New Public Management. This set of neo-liberal ideas has a marked influence on national planning as well as planning in the form of state intervention administered at the local level. It is argued in this paper that the value set of the typical planner sides with communicative planning on crucial points and is thus contrary to strong ideological and economic forces that are behind the New Public Management. In the present confrontation between the one-dimensional economic approach of the NPM and the open and multi-dimensional dialogue recommended by communicative planning theory, it seems important that planning retains a critical function. Even if cross pressure and conflicting values are pointed out in this paper, patches of common ground are also identified and analyzed, in particular the preoccupation with process and the concern for user influence, service quality, and client satisfaction.

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AN INTERPRETATION OF THE SOCIAL FUNCTION OF PLANNING THROUGH THE CONCEPT OF LEARNING

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Let´s say that Urban Planning is the discipline in charge of determining how the built environment should be made, transformed and managed, with the aim of

improving the living conditions of settled communities. As a consequence, the big questions behind every planning and design action are linked – more or less explicitly – to certain ethical and political assumptions on what 'improving' means, or what can be considered as 'good living conditions' in a given built environment. The paper proposes an hermeneutical path through western scholarly literature, looking at different disciplinary ethical assumptions and, in particular, at the relationship between planning, ethics and pedagogy.

The first part of the paper focuses on ethical and political roots of the discipline in the Modern era, carrying out the thesis that Urban Planning inherits from the enlightenment a strong pedagogic function, maintained within both the rationalist and the empirical tradition of western thought. Within the first one, the educational role of planning combines political values of social living with the physical characters of the built environment. On the other hand, within the more scientific traditions of design (post-positivism, behavioral studies) the pedagogic function looses its direct connections to political models and becomes almost a kind of training (behavior conditioning) in which the environment is the primary tool for reaching a specific goal (e.g. safety, health, etc.). In both cases expert knowledge holds an almost absolute supremacy, even at the ethical level. In other words, the planner – being the one that "knows" – is the one in charge to decide what has to be done, which is deeply linked to what has to be taught.

The second part of the paper looks at some of the emergent critiques to Modern traditions of thoughts that today are challenging its epistemological and ethical roots. Some of the main contemporary critiques to modernity are questioning not just single ranges of goals behind design and planning actions. On the contrary, they are challenging, more broadly, the hierarchical relationship between knowledge (epistemology) and action (ethics). In particular, a parallelism can be made between (1) the increasing disciplinary shift from 'object oriented approaches' (plans, designs, actions) to 'process oriented ones' (negotiation, consultation processes, participation, etc.) and (2) the contemporary pedagogical theories. Indeed, the today understanding of human learning processes addresses to a new political as well as planning understanding of education, through which epistemology looses its supremacy over ethics. Does this loss lead to innovative planning practices? Finally the paper addresses some risks and possibilities that can be faced in changing our traditional methodology of action with the explicit aim to facilitate collective learning, with a particular focus on contexts characterized by diversity and high value conflicts.

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WICKED PROBLEMS: A PRAGMATIC DIALOGICAL PLANNING APPROACH

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Planning problems are practical social problems. We conceive of a continuum of planning problems. At one end, problems are clearly delineated and neatly constrained, and "Rational planning" may offer a solution. At the other end, are "Wicked Problems", which are by definition unsolvable (Rittel and Weber 1973) . The pressing issues of our time (eg sustainability) are at the wicked" end of this continuum. Wicked problems require the creation of new worlds or new conceptions. This raises communicative issues that go beyond the scope of either traditional planning or communicative plng. Our Dialogical Planning approach deals with wicked problems more effectively than other planning approaches because it combines a non-hierarchical flexibility of process (adapted from Rawls (2001)) with the fluidity of language and interpretation which we adopt from Rorty and Davidson (Stein and Harper 2005). Problem definitions and solutions should arise gradually from dialogue. Our approach to solving Wicked problems is to open a dialogue regarding the definition of the problem; we do not draw a sharp line between problem definitions and solutions. Planning should incorporate the expectation that reframing of problems may happen several times during the process.

This paper will illustrate how our approach can be applied to the wicked planning problem of traffic congestion.

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PRAGMATISM AS A BASE FOR ARCHITECTURE AND URBAN DESIGN

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Since the late 1990s pragmatism has become a buzzword in architecture and urban design. While the post-modern approaches to architecture and urban design of the 1970s and 80s were critical of mainstream modernism (whether for functional or aesthetic reasons), and in part also of capitalist society — or at least of the way it goes about the production of space — what has since become known as the New Pragmatism has no such hesitations.

The New Pragmatist approach in architecture and urban design makes no claim to social or aesthetic critique. On the contrary, it makes a virtue of taking its point of departure in what is doable and realistic within the actual economic and political reality. In other words, it seeks to make the most of any given context and to go with the current rather than against it. That is, of course, in an artistic and innovative way.

It has therefore been held that the New Pragmatism in architecture and urban design has little to do with philosophical Pragmatism, and that it is in fact not Pragmatist but merely pragmatic. Although it has attracted some attention in academia, the New Pragmatism in architecture and urban design has emerged out of architectural practice, and as such it has limited theoretical underpinnings. Considering the promising introduction of philosophical Pragmatism into planning theory, it is tempting however, to believe, that a consistent reflection of philosophical

Pragmatism has something to offer as a possible theoretical base for architectural and urban design practice.

On the basis of an analysis of the New Pragmatism in architecture and urban design, pragmatist planning theory, as well as philosophical Pragmatism, it is the aim of this paper to discuss the Pragmatism of the New Pragmatism, and to outline some possible directions for the development of a pragmatist approach to architecture and urban design.

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Rem Koolhaas, Stan Allen, Niraj Verma, William James, John Dewey

DIALOGUES IN URBAN AND REGIONAL PLANNING—TWO

Book Presentation

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Dialogues in Urban and Regional Planning attempts to overcome isolation in regional planning research through publication of award-winning papers from the nine planning school associations in coordinated volumes published in multiple languages. The papers in this session, all chosen for publication in volume Two of Dialogues, were nominated by planning school associations in Europe, Australia and Latin America. They present very different approaches to understanding the processes of urban growth direction reflecting the differing practices in the three regions. The session, anchored in the research leading to these twice-vetted papers, hopes to illustrate complementarity across research in planning regions, and to discuss avenues for overcoming regional isolation in planning.

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BUILDING THE ARTIFICIAL: THE LANGUAGES OF UTOPIA, AND PLANNING REGULATIONS

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Would it be possible to evaluate urban design and planning initiatives without using standardized, regulatory language to determine what a house, public building, or neighbourhood should be? We will argue that traditionally, the regulatory language of planning came out of the desire to protect the integrity of the existing built form, while working toward an ideal vision of what the city ought to be. One of the difficulties of translating a utopian vision into a concrete regulatory language is that these linguistic frameworks fundamentally cannot anticipate change. As a result, the evolutionary process of the city is limited by linguistically creating an artificial representation of it.

Utopian language can, at best, represent the current wants and desires of a community. Once written in the form of a regulation, these desires become prescriptive and static, which alters the planning process. The planning process must interpret the intention of the regulation as it fits within the original utopian vision; however, these original intentions are not always clear. The result is that the planning process becomes caught between the regulatory interpretation and the evolution of the city.

This paper will address the above question by considering the limits of utopian thinking, the relationship between regulations and the planning process, and how utopian and regulatory language coalesce to build the artificial.

This work has relevance in an educational context, specifically within planning theory, because we address key issues which have traditionally framed the planning process and which have not been sufficiently questioned. Within planning theory scholarship, there has been a paucity of research which adequately addresses the theoretical and philosophical questions that we pose. From these questions we will explore alternative modes for creating and evaluating the urban form.

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POWER RELATIONS AND CONSENSUS BUILDING: THE SAO PAULO EXPERIMENT WITH PARTICIPATORY PLANNING.

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This work explores the idea of planning as a democratic process of consensus building where arguments, proposals and justifications are all equally taken, seriously discussed and freely considered or dismissed in an authentic debate. In this image, planning is not an instrumental or rational calculation, nor a strategic dispute among competing interests; rather it is a collaborative dialogue where people get together to build a mutual understanding within an adaptive and learning scenario.

Nevertheless, this text argues, that in some settings the practice of planning, while holding the rhetoric of free and participatory enterprise, may, conceal powerful mechanisms of interest manipulation and turn itself into an instrument of power working to favor some courses of action in detriment of others. The research uses the ethnographic discourse analysis method and focus on the everyday life experience of planners and citizens in Sao Paulo (participatory) Regional Hearings and Local Planning Workshops at the time the City Strategic Master Plan was under "discussion". The focus is on the dreams and expectations of planners and citizens, and on their disappointment when powerful interests distorted both the discourse and the outcomes of planning. By working with the propositions advanced by Jürgen Habermas and Paulo Freire, the text seeks to highlight some faces of the power relations concealed at the heart of the planning processes. According to Habermas (1984) an authentic dialogue should be comprehensible and accurate, raise legitimate claims and, be perceived as a sincere proposition. Manipulation of these conditions, however, is the target of powerful interests, which while claiming for democracy and free participation subtly distorts reality and people views, in order to attain previously conceived outcomes. In fact, the process becomes an instrument for legitimating technocratic decisions, which, in turn, leads to the reproduction of those same social relations the participatory planning discourse intended to change. The paper compares the elements of a free and authentic dialogue such as suggested by J. Innes (2003) — reciprocity, relationships and learning building — with those present in Sao Paulo planning experience, and seeks to highlight how, in specific settings, a non dialogue — disguised as a democratic one — can manipulate people believes and expectations.

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SMART METHODS IN A DECENTRALISED ENVIRONMENTAL POLICY

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The Dutch are famous for their efforts in developing innovative tools to integrate spatial planning and environmental management – typically environmental health and hygiene - at a local level. Recent research by the author into the origins, intend and applicability of these tools – so called 'smart methods' – has shown an interesting shift over the years. While the older and traditional tools are rather straightforward – they directly translate environmental standards into environmental zones and spatial consequences – new tools show quite some variety. During the 1990's it was increasingly recognized in a Dutch context that much of its environmental policies was too restrictive and inflexible to be practically implemented. As such a shift took place towards from a rigid top-down approach to innovative and popular approaches such as situation-specific and area-oriented approaches. These concepts represent a decentralised planning approach, based on situation-specific characteristics of planning issues. In the Netherlands, there have been various initiatives for transforming the policy supporting methodologies in order to deal with the 'new' decentralised policy approach. This paper will concentrate on the possibilities of these tools to help local authorities to cope with the difficult task of integrating and combining spatial planning efforts with environmental management. It will show that the exiting results of these innovative tools has not resulted in full understanding of whether these tools can counteract the downsizes to decentralisation. These downsizes – mostly the risk that environmental objectives will not stand up to strong interests such as economic or financial objectives - make that a clear understanding of the consequences of decentralisation is needed. This is yet lacking. This paper will argue for a systematic insight into the consequences of decentralisation for environmental policy in general and the significance of a decentralised planning approach for the currently existing smart methods and the development of new policy supporting methods in particular. It will illustrate how a better insight into decentralization should support not only a realistic perspective on decentralised policy structures, but also a realistic perspective on the development of a new generation of policy supporting methods. In doing so it will furthermore provide a first peek toward the future of local environmental management in the Netherlands.

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SEEING FROM THE SOUTH: REFOCUSING PLANNING THEORY ON THE GLOBE'S CENTRAL URBAN ISSUES

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Currently 82% of the world's population lives in regions considered to be part of the global south and by 2050 this figure will have risen to 87%. In 2000, 68% of the world's urban population was to be found in the south as well. It is in these parts of the world and in these cities where the most intractable social, economic and urban problems are to be found: 921 million people, or 78,2% of the world's urban population, live in slums on extremely low (or no) incomes, and are directly affected by both environmental and social crises. Planners working in such contexts face issues which stretch the usually accepted boundaries of the planning function to its limits. Here the schisms caused by income inequality, ethnicity or religion mean dealing with deep social difference (Watson 2002; 2006), as well as the conflict of rationalities (Watson 2003) arising at the interface between techno-managerial and marketized systems of rule and the every-day lives of a marginalised and impoverished populace surviving largely under conditions of informality (85% of urban residents in developing cities occupy land 'illegally').

Yet planning theory, that source of ideas on which planners are supposed to draw when they are 'stuck', originates largely outside of the global south – and is formulated and disseminated through academic networks and journals located largely in the global north, and in particular in W Europe and the USA. Much of this theory is informed by, and is addressed to, northern contexts although in many instances as well, questionable assumptions of theoretical universality justify claims of wider applicability.

This paper argues that the limited geographical focus of much planning theory is making it increasingly irrelevant from a global perspective. Planning in the global south throws up problems and issues often not addressed by northern planning theorists, although increasingly these issues are emerging in northern cities as well. Cities of the north are also becoming sites of conflict, inequality and marginalisation with their inhabitants, as well, resorting to informality and criminality in order to survive, while dominant themes in planning theory often assume stable, homogenous, consensus-seeking, liberal and well-resourced societies. This paper will argue that planning theory needs to refocus on the central global planning issues, and that a closer 'conversation' between planning theory and development theory could move this forward. Some current positions in the field of development theory regarding ways of understanding planning-related problems (the nature of state-society encounters, the notion of 'embedded modernities', and an unpacking of planning and development discourses); and strategic responses (post-developmentalism vs ideas to re-politicize participation and citizenship) will be explored.

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ARE SOME PLANNING TRANSACTIONS INTRINSICALLY 'SOVEREIGN'?

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During the last quarter of the twentieth century there has been a search in every kind of political economy for appropriate boundaries between private and public governance. In the UK, Europe's leading innovator of PPPs and other institutions for privatised or partnership public goods supply, property rights over land development remains firmly in the possession of the state (Webster 2005). The basic property rights distribution in UK land use planning has shifted very little in 50 years compared to the country's transport, health and education planning for example. By contrast, a 1995 draconian law in Valencia, Spain, took away the landowner's right to convert land ready for urban development. Conversely, it has become common in some parts of the United States, Asia and South America for governments to encourage private developers to plan, initiate, govern and manage new urban developments. Wuhan in China, for example, boasts possibly the world's largest private city - a suburban town with a capacity of over a quarter of a million, built, financed, governed and managed by a for-profit company (Webster et al 2006).

In this context, it is highly relevant to develop a sophisticated conversation about who should plan, why, how and in what circumstances (Alexander 2001, Hopkins 2001, Webster 2005). Nikhil Kaza and Lewis Hopkins pose the last of these questions in another paper in this session: In what circumstances should we plan publicly? Their paper looks at the boundary between public and private planning from the intriguing perspective of strategic information disclosure. My paper tackles the same question by considering the idea of 'sovereign' transactions. The 1993 Nobel Economics prizewinner Douglass North noted that co-ordination problems with high transaction costs tend to gravitate to the polity (North 1990). The idea of sovereign transactions takes this further by suggesting that some kinds of transaction have attributes that make them inherently more suitably (more efficiently) organised by the state. In the paper I shall review the early formulation of this idea by 19th century institutional economists John Commons and later formulations by New Institutional Economist and management scientist Oliver Williamson. I will then consider the argument that certain land and land related transactions are sovereign by nature and will therefore tend always to remain subject to state planning.

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RE-ENGAGING PLANNING THEORY? TOWARDS 'SOUTH-EASTERN PERSPECTIVES'

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The central point of this lecture is the need to open space for 'South-Eastern' angles in planning theory. These would not be premised on the material and political settings of the dominant regions of the 'North-West', from which most leading theories emerge. I advocate the launching of meso-level theories which would genuinely engage with the framing realities of the incredibly diverse 'South-Eastern' regions. Such theories would avoid the pitfalls of false and domineering universalism; reject the postmodernist retreat from substance and values, yet offer meaningful generalizations to guide and inspire students, scholars and practitioners.

I further argue here that the 'communicative turn' among planning theorists has worked to 'disengaged' the field's centre of gravity from its core task of understanding and critiquing the impact of urban policies, as a platform for transformative intervention. Consequently, the communicative emphasis has resulted in several disciplinary blind spots. Two examples – the concepts of ethnicity and homeland — and the intense planning struggles about their resources and meanings, are emphasized here. Introducing these concepts to the debates of planning theory, within the context of a rapidly globalizing political economy, could re-engage planning scholarship with the material and political basis of contemporary urban planning, and facilitate much needed South-Eastern contributions.

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INSURGENCE, CONSURGENCE, RESURGENCE

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Resistance to and transgression of power relationships take many forms wherever there are contested inequalities. The plurality of spaces of expression of marginalised or subaltern groups has been little explored to date in discussions about planning theory and practice. There is a need to increase our understanding of the various practices of dealing with exclusion, repression, hegemony, normalisation etc as matters of real actions.

There is much that planning theorists can learn from activists and researchers from other areas such as sociology, politics, anthropology and so on. This Roundtable seeks to dislocate long-held views in planning theory, to explore and build bridges between theories and disciplines.

Speakers will discuss issues of resistance and insurgence, consurgence and resurgence in current innovative practices at the interface between planners and agencies of governance and in the everyday life of people and communities in South America and elsewhere as a way both to engage with radical theories from the South and to critically reassess theories from the North.

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TRACK 9:
Spatial Policies and Land Use Planning

SPATIAL STRATEGIC PLANNING AT URBAN REGION SCALE: GOVERNANCE NETWORK BUILDING FOR INTERNATIONAL COMPETITVENESS. THE FRENCH CASE (2004 - 2006)

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The French government (Delegation for Regional planning - DATAR) launched in June 2004 a call for projects, in order to promote the development of key French metropolitan cities (except Paris area), entitled: "For a European development of the French metropoles – A call to metropolitan co-operation". The call, stated in its objectives in December 2003, focuses the territorial policies on a new scale of public action: the urban region. The nature of the actions to be engaged on this scale was an innovation. It was not a bid for immediately formulating an investment policy but a decision taken by the major public actors of a city region, to set up a process to develop international projects, particularly those which have an international competitiveness dimension. This call to co-operation was remarkably received by the local communities since all the main Communautés, located in an urban aera of more than 500 000 inhabitants, answered. 15 projects have been accepted. The purpose of this paper is first to describe the national procedure and second to analyse the accepted projects. One of the main objective of the call was the building of governance networks. A few cases will be studied to understand their nature (Lille, Lyon, Marseille, Bretagne, Toulouse). What are the main elements of cooperation ? How space has been taken into account ? Those questions will be a way to understand the new planning modes at urban region level in France.

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RECONCILING COMPETITIVENESS AND INCLUSION IN THE HEART OF THE ENTREPRENEURIAL CITY? PLANNING FOR NEW CENTRAL DISTRICTS IN LYON AND BIRMINGHAM

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This paper critically examines initiatives to develop new mixed-use districts in Lyon, France and Birmingham, England as policy makers attempt to reconcile the demands of urban competitiveness and social inclusion in the re-making of central urban space. It draws upon new empirical research in La Confluence and Eastside to explore recent shifts in planning approaches in the two cities and to question whether they are likely to lead to genuinely different kinds of inner urban districts that reflect lessons learnt from other cities' experience since the 1980s. The

context is the emergence in recent years of a new wave of major urban regeneration schemes in the inner areas of major European cities. In one respect, they represent a continuation of the flagship-project led initiatives that characterised urban entrepreneurialism in the 1980s and 1990s and were driven by the perceived imperatives of inter-city competition. Extensive debate on this approach has highlighted many problematic implications relating to the narrow and exclusive nature of economic benefits, increased socio-spatial polarisation and gentrification processes in inner city districts (Moulaert et al, 2003; Atkinson and Bridge, 2004). However, new schemes in major cities such as Lyon and Birmingham are also promoted as being more inclusive and sustainable in terms of their types of economic functions, the social mix of residents and users, and the prominence of public spaces and amenities. The ostensible planning objectives for such new districts are thus broader and more diverse than those of simple economic growth and job creation that previously dominated. This reflects not only the critiques of the 1980s approach but also a recognition that issues such as affordable housing and quality of place are increasingly important to the long-term urban competitiveness (Florida, 2002). This paper critically explores this apparent shift in planning approach through a comparative study of La Confluence in Lyon and Eastside in Birmingham, two major city administration-led regeneration schemes in inner city areas of declining industrial use. It examines the rationale and context for the two schemes, the planning approaches and mechanisms adopted (particularly the role of public authorities in the land use planning and development processes), and the property market pressures that emerge in such complex districts. It also examines the role of the two cities' institutional contexts and planning regimes in shaping the emerging character of the districts, notably the prospects of achieving a broad socio-economic mix of residents and users. The paper concludes by questioning whether the planning approaches being adopted in Lyon and Birmingham are appropriate and sufficiently robust to produce genuinely inclusive districts in the long term given the competitive and development pressures that endure in these cities.

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URBAN RENEWAL AND DENSIFICATION IN CENTRAL AREAS. THE CASE OF THE "COLONIA ROMA" IN MEXICO CITY

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Historically, large agglomerations have expanded following the form of concentric circles around an historical city center due to several factors: lack of space, the increment of commuting trips, transit agglomerations, the increment of tertiary activities, the lower cost of outlying land etc.

These new central areas then go on to suffer from symptoms that decades earlier cropped up in the historical centers: lose of population, abandonment, building deterioration and obsolescence.

The "Colonia Roma" is an example of a central area that used to be considered a high income residential zone since its founding at the beginning of the 20th

century. A century later, its life cycle (in collusion with the city´s) has transformed this area into an important nodal point of economic activities. In recent years the "Colonia Roma" has begun to lose population and to present similar conditions to those observed in historical centers.

An answer from the authorities is a new legal instrument in Mexico City denominated "Bando 2" which determines the impossibility of building large housing developments outside the city´s central areas. The instruments logic is to take advantage of the existing social and urban infrastructure by repopulating the favored areas by the urban poor. This instrument, with very clear spatial implications, has induced the migration of the housing industry (mainly private developers to the central areas). This has led to important changes, best described as gentrification, in the affected areas. The modification of the conduct of the private developer way of action is the theme of this investigation, and we can formulate the next question. How has the real estate sector answered this new urban context resulting from this policy of redensification, with special interest in the "Colonia Roma"? This question should be answered using research methods that simulate the intents of purchasing in order to make aware those strategies employed by developers in two periods of time: 3 years before the application of the instrument and 3 years after. From this one can formulate the following conclusions:

Housing developers have adapted strategies that approach the conditions of centrality and the historic cultural heritage of the "Colonia Roma" as selling points. This sell has encouraged a repopulation by the upper-middle socioeconomic stratum in this area.

With the passing of the time land prices and, in general, the price of real-estate units has increased. This increase has been matched by purchasers and in the long-haul will lead to gentrification. The theme´s relevance lies in that it permits us to recognize the impact of such instruments like the "Bando 2".

This will help us understand, and confront, the real implications of spatial policies in order to better policy design not only in the Latin American context but throughout the world

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IMPROVING THE TARGETING OF AREA-BASED PLANNING POLICY : A GEODEMOGRAPHIC APPROACH TO PRIORITY AREA DEFINITION

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An area-based approach to the targeting of policies that are directed at alleviating a wide range of social, economic and environmental problems is a characteristic feature of spatial planning practice. This approach is frequently adopted by govern-

ment and other agencies in identifying priority areas for action. Fundamental to the success of such area-based initiatives (ABIs) is the choice of the spatial units that are singled out for special treatment.

This paper reports the use of the People & Places geodemographic typology (Batey & Brown, 2004), based on the use of data from the UK 2001 Census, to identify areas for priority attention, taking into account measures of spatial targeting efficiency that have been specified and examined in earlier applications (Batey and Brown, forthcoming). These measures are employed to establish how well the geographical areas, defined for the purposes of delivering a particular policy initiative, succeed in capturing the social and other groups towards which the policy is directed. Further measures are specified that reflect the extent to which equally deserving groups can be identified that fall outside the adopted target areas.

The paper demonstrates the outcome of an application of this approach in a project that MSIO/PEARL has been commissioned to undertake on behalf of Merseyside local authorities. This is concerned with identifying new priority areas for action in the Merseyside sub-region to succeed the 'pathways' areas that were used in targeting resources made available as a consequence of Merseyside's status as an Objective One area for European Union structural funding purposes.

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URBAN DEVELOPMENT AND MUNICIPAL PLANNING IN URBAN REGIONS – LEARNING FROM DIVERSE PLANNING AND GOVERNANCE CULTURES AND SYSTEMS

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The general object of the article is the relationship between emergent urbanisation (and sub-urbanisation) processes and urban forms and the role of planning and governance. More specifically, the interest is on the complexities of the new urban geographies and the problems they present for spatial policy coordination and adequate forms of urban governance. It assumes that a new challenge for spatial policies is how to impart coherence and structure into the complex urban regions and extensive urban forms. This involves making planning instruments and governance mechanisms more efficient and responsive to social and economic imperatives.

Thus, two critical questions are addressed. The first question relates to the approaches and the capacity for reading and understanding changes in urban forms and patterns of urbanisation necessary for planning and policy formulation and implementation. There is, therefore, a strong interest in what can be called "the problematic" city, which is difficult to read, to evaluate, and to plan and to regulate under the traditional rationalist planning formulae.

The second question relates to the adequate forms of government for integrating the complexity of the multiple agents and levels of governance involved in local

planning and development strategies. Some of the challenges facing the administration are the necessity to guarantee compatibility of investment programmes and jurisdictions, the creation of conditions for promoting participatory and constructive forms of citizenship, and the development of more pro-active planning processes, promoting efficiency and confidence in the planning system.

Thus, in the first part, the article reflects on these two emergent questions applying the critical concepts of urban development models, territorial scales, planning competences and local and regional resources. The second part looks into different urban regions and planning contexts to illustrate the relevance of the issues and concepts which were raised. The examples come from research done in three metropolitan areas, Madrid in Spain, Lisbon in Portugal and Recife in Brazil and in the urban region of the State of New Jersey in the USA.

The diverse cases allow for establishing critical relations between planning systems, plan formulation and implementation and urbanisation processes. The conclusions focus on common urbanisation trends in the different regions, associated with globalisation processes and on lessons to be learned from different regulation systems and governance processes.

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PROPERTY INVESTMENT AND TERRITORIAL PLANNING IN THE ULTRA-PERIPHERAL REGIONS OF EUROPE. (THE CASE OF THE CANARY ISLANDS. SPAIN)

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The so-called 'exceptional rates' applied in the Canary Islands have existed since the 16th century when the Canary ports were awarded the privilege of trading with America , marginal to the monopoly held by Seville. This policy was recently consolidated, after the incorporation of Spain into the European Community, thanks to the subsidies conceded to the Archipelago as an Ultra-peripheral Region, Priority 1. Apart from this, there is a special Fiscal and Economic Regime which offers incentives towards promoting investment in the production sector.

Added to this whole package of incentives, we have the 'tourist boom' which exploded as of 1960. This has led to a strong tandem of tourism-construction which represents the economic foundation of the Archipelago without creating stability since it only creates turnover on a short term basis.

In the last decade, another relevant phenomenon has been the spectacular increase in investment of business profits in property as a kind of protective measure rather than as an outlet for diversification of activity and adaptation to the global and competitive environment.

Parallel to this internal 'entrenchment', there has been a process of extreme fragmentation with high densities of population and dispersion in housing, without even mentioning the macro – cephalic situation of the two largest islands, Gran Canaria and Tenerife which, besides, offer over 74% of all the tourism on supply.

Despite the fact that the Canary Autonomous Community has a series of devolved powers which allow it room to manoeuvre in economic and urban planning, no satisfactory results have been produced.

The basic instruments of urban control are the 'Island plans' which design the use of the territory and whose aims are materialised in the shape of norms of environmental protection and restriction on the land to be developed.

Our argument is that the de-structuring and dispersion suffered by the urban fabric, and the high percentage of empty first and second residences (over 30%) are due to speculative investment in the property sector and not as might be thought, the result of problems in territorial organisation and planning.

To demonstrate this thesis, we have used parameters referring to the internal demand, linking income (GDP per capita) with the perceived demand for housing and the high percentage of money transactions in this sector.

Besides, we will see how, despite the decrease in demand and, therefore, building in the tourist sector as a result of the 'stall' dictated in 2001, investment in residences has remained stable and even increased despite an inter-annual increase of 12% in the price and the marked trend towards greater building dispersion.

In such a situation, no matter what territorial planning measures are taken and as long as there are no active policies of intervention, such cannot be achieved efficiently if the very economic dynamics alter and impel the modification of restrictions on land use in favour of the overriding priority of property investment.

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HI-TECH INDUSTRIAL FIRMS, BUSINESS ENVIRONMENT AND THE RISE OF CREATIVE CLUSTER IN SHANGHAI

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Innovation and institutional environment have been branded as two key issues related to hi-tech industrial development. This paper reports on a survey findings on local and multi-national hi-tech firms in Shanghai. The survey focuses on the firm's behaviour and the rationale for the location choice. The study finds that firms agreed that the entrepreneurial climate is favourbale for enterprise investment. The physical and intellectual infrastructure and servicing sector in Shanghai are supportive to firms' business strategy. Foreign firms agreed to the view that the institutional framework in Shanghai reinforces the hi-tech industry. However, state-owned enterprises compliant that the social and moral responsibilities are heavy burden for enterprises undergoing restructuring process. The findings are gauged against the rise of the creative class, creative industry and the creative clusters in Shanghai.

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HOUSING POLICY AND THE EVERYDAY USE OF THE CITY: AN UNCOMFORTABLE FIT?

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This paper explores the tensions between selected objectives of the South African housing programme and the contextual conditions in which the policy applies. The discussion flags the limitations of spatial and socio-economic policy in situations in which the context is not well understood.

In recent years South African cities have been experiencing major shifts. Significantly, the total 'footprint' of urban areas in the country appears to have increased substantially in the last decade. Several factors have contributed to this spatial change. One key factor is the state's housing programme, which has delivered a massive 1.6 million freestanding detached houses in the last decade. In addition to providing shelter, the housing programme has other objectives. These range from the political objective of demonstrating delivery, to the socio-spatial objective of assisting with restructuring the form of the apartheid city.

However, it is clear that these various objectives are not always mutually reinforcing. Rapid delivery, for example, is difficult to reconcile with the development of well located land for the poor, a process which can be slow and contested.

Tensions between these objectives relate to the nature of the urban context. This context includes strong market forces. At the same time there are attempts to apply spatial principles such as that of the compact city. In addition, a weak public transport system serves sprawling cities where low income people struggle to find a foothold.

Aspects of this context are unfavourable to the poor. Consequently, in seeking to maximise opportunities of the city, it is apparent that significant numbers of people in cities are 'on the move': commuting across various scales at a variety of intervals (weekly, monthly, annually), as they manage various income generation strategies.

Juxtaposed on this context is a housing programme which delivers a product in a fixed locality, and which aims to create an asset for both end-user, and local authority. For various reasons, success in this regard is questionable.

This paper draws on literature to discuss two aspects of the context: that of the transport system, and the market forces shaping access to land. It explores their influence on the everyday use of city. It probes the relationship between this usage and the intentions, assumptions and impacts of state's housing programme.

The discussion explores both the relative impact of particular policies on context, as well as the influence of context on state programmes. These perspectives suggest divergent approaches to low income housing policy. The paper concludes by suggesting the possible spatial consequences of these different approaches.

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LAND RECYCLING AND ITS SOCIOECONOMIC IMPACT IN CHINA

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Background:

In recent years, Chinese cities have been far more effective in recycling urban land than their developed-country counterparts. Although closed factories languish in cities throughout Asia, causing blight and property devaluation, former industrial sites in China are typically very quickly converted to alternative uses.

Research Questions:

I would like to study how the process of contaminated land is converted in China affects the: 1) city level economic development, and 2) the local society structure (both social relations and physical structure), given the specific context of: 1) the multiple-sector involving land permission process, 2) the vague definition of land property rights, and 3) the rapidly growing real estate market and the increasing housing demand in big cities.

Assumption:

1. Land contamination is not a major consideration in the current decision making process of land conversion in China, but is an important factor which would affect the land conversion process, and the potential land value.
2. Different land conversion process leads to different growth pattern, and thus is linked with the economic output in the short term, and the community building in the long term.
3. Current land-using right and land ownership system in China is not well developed in order to: a) enforce the responsibilities of different involving actors, and b) to ensure a sustainable develop mechanism.

Hypothesis:

1. Society structure and community development

Following the economy transition from "planned economy" to "market economy" in China, the physical society structure is also changing from the traditional "Dan Wei (factory)" model, which put factories as the hub, into the current more decentralized, fragmented model pulled by international, national, and local market forces. Assuming the current model has many problems, reflected in both the social

relations, and the physical structure. Also assuming that industry land, which used to be the hub of the traditional model, is a central role for integrating both social relations and physical structures. Therefore, the industry land conversion is a good platform to integrate the segregated society structure and community development if: 1) land contamination is well addressed in the land conversion process, and 2) different community participation model is advocated.

2. Economic development

Different involving actors (government planners/analysts, private developers, and others) would be able to improve current decision making processes if: 1) they knew the types of land available for reuse, the condition, location, 2) the responsibilities for each involving actors is better clarified in the revised land property rights system, and 3) the appropriate institutional process is designed to include the consideration of environmental impact to land values.

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NEW ADMINISTRATIVE CITY, SECHUN MEGALOPOLIS AND BALANCED DEVELOPMENT IN KOREA

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As the population and industry in Korea concentrated around Seoul Metropolitan Area (SMA), Korea suffered from disparity between its regions. SMA covers only 11.8 percent of the nation's land, but it contains 48 percent of the population of Korea. Thus, it is imperative to set up a plan to lead balanced development over the national territory, dispersing the over-concentration around SMA.

Korean government has adopted policies to lessen the concentration around SMA for several decades, mainly focusing on the influx of people into SMA. However, several policies have failed to stem tide against accumulating population. The resulting high population density not only causes higher costs of living, but also worsens the regional disparity. Thus, the Korean government has decided to build a new administrative city, which is expected to help ease the overpopulation in Seoul and facilitate balanced regional development. Moreover, Korean government expects that SMA will function as a hub of financing and shipping area of Northeastern Asia with the completion of new administrative city.

This research will analyze the effects of new administrative city in Korea. The construction of the new administrative city has been a very controversial issue in Korean politics since 2002. Jean Gottman called the area "Megalopolis", meaning "a very large city." This research will begin with the hypothesis that the construction of new administrative city will facilitate the formation of "SeChun megalopolis" (Seoul metropolitan linked with Chungcheong metropolitan). In particular, as Chungcheong metropolitan area grows bigger and improves infrastructure, new type of urban complexes will appear along the Seoul-Taejeon axis, where industries are heavily located. Therefore, this research will determine if the formation of "SeChun megalopolis" will influence the spatial restructuring of national territory, and also evaluate if "SeChun megalopolis" would have the potential to become a dynamic hub of international relations and extend the influence far beyond the national. Finally, this research will analyze the growth of urban complexes following the construction of new administrative town. Utilizing Gottman's concept of megalopolis, this research will consider factors such as human distribution, settlement types, mode of labor, urban life-style, and et cetera.

Moreover, this research will comparatively study several other international examples of megalopolis, such as BosWash megalopolis from Boston to Washington in United States, Tokaido megalopolis in Japan, and Bebelux-Ruhr megalopolis in Europe.

Following the construction of new administrative city, the Korean government will be able to use the results of this study and adopt an appropriate planning policy to increase national competence. As remote metropolitan areas acquire new functions as a result of SeChun development, this research would help not only to revise metropolitan strategy but also suggest new strategies for balanced development over the regions.

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SPATIAL GOVERNANCE MODIFICATIONS FOR REALIZING URBAN HOUSING POTENTIAL IN TRANSIT ORIENTED LOCALITIES: A SOUTH EAST QUEENSLAND PERSPECTIVE.

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The recently released metro-regional plan for South East Queensland (SEQ) is a bold, radical and much needed chapter in the region's urban management history. Its delivery however on the principal dimension of a more compact, denser metropolitan area remains uncertain. The plan itself makes significant reference to the delivery of higher densities as a means to accommodate growth in a sustainable manner. A number of policy tools are presented which demand new planning and development responses. At present, however, there is a lack of research in the SEQ context to endorse the use and application of new densification supporting tools. This poses a significant problem for both the metro-regional planning exercise and for local authorities establishing newly prescribed local growth management strategies. Amongst the greatest challenges are the process of finding suitable transit-based localities with sufficient capacity for new, higher housing densities and convincing communities of the need for these higher densities. One principal theme stands out as warranting further research and commentary if a focus on density is to be more than a rhetorical exercise and this is the development of an urban

housing capacity template to assess the actual physical capacity, economic viability, urban form implications and spatial governance modifications necessary to realize increased housing densities in targeted localities. This paper charts the findings of a recent project which piloted the use of an urban housing capacity template in three transit oriented localities across South East Queensland. The paper highlights the significance of the urban housing capacity template in terms of its potential to form part of the planning tool box of a local authority's local growth management strategy, enabling the authority to more accurately assess its capacity to accommodate future housing development. By detailing the practicalities of employing an urban housing capacity template the paper also makes recommendations on the development, use, robustness and implications of the template for local & regional growth management. Importantly, the paper documents the variety of assumptions and outcomes necessary in order to realize increased urban housing densities and in so sheds light on the limits to growth in SEQ.

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CHANGE AND CONTINUITY ON THE URBAN FRINGE: AN ANALYSIS OF INTERNATIONAL TRENDS AND AUSTRALIAN PRACTICE IN PERI-URBAN DEVELOPMENT.

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The greatest migration in history is occurring through the movement of people from countrysides to cities. As a result, the fringes and hinterlands of cities are undergoing extensive changes and expanding significantly. In some developing countries, poor people are moving from the country to the edges of cities. In others, middle and upper income groups are moving to new suburbs on the edges of cities. In the United States, peri-urban land comprises almost one third of the total U.S. land area and contains more than one fifth of the U.S. population, a figure projected to move to one third. New settlers on the edges of Australian cities are mainly lower income groups. The developing edges of European cities are similarly varied.

Despite these trends and challenges, peri-urban regions are understudied in Australia and elsewhere. This paper investigates the nature and extent of peri-urban regions particularly in developed countries. Peri-urban regions have been defined spatially by reference to location, particularly their proximity to primary metropolitan areas, and to their physical structure and form including their appearance and types of land uses. Alternatively, they have been defined functionally, by

reference to factors such as population dynamics, or by a combination of spatial and functional factors. Their analysis has included examination of mono-centric and poly-centric cities, and the phenomenon of counterurbanisation. The paper also examines related the drivers of change; sectoral issues; environmental, social and economic trends; and impacts of urbanisation. It examines the notion of conflict in peri-urban areas and measures available to manage conflict. Landscapes and the natural resource base in peri-urban areas are subject to an increasing number of competing and conflicting land uses. Finally, the paper examines policy responses and options, and governance arrangements for peri-urban areas.

The paper provides a sectoral and cross-sectoral analysis of peri-urban development in Australia as a general case study. Methods used are an international literature review of peri-urban research, and an analysis of sectoral trends in Australian peri-urban regions using primary data and secondary sources.

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RECONCILING URBAN INTENSIFICATION AND HOUSING DEMAND – IS THE COMPACT CITY FEASIBLE / DESIRABLE IN FRANCE AND ENGLAND?

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The compact city has dominated sustainable development discourse in Europe. This paper considers the challenges of implementing the model in France and England in the context of current housing policy imperatives. The context in England and France differs - in England, 30% of land is 'urbanised' compared to 8% in France. The limits of urbanisation are more keenly felt in England and the countryside protection lobby more influential. France has a stronger tradition of high density housing development, with 58 % of its population living in individual houses compared to 82 % in England. The fragmented French Commune system facilitates greater urban sprawl. English planning authorities correspond more closely to meaningful social and economic units - but planning policy narratives are similar. In England, the Conservative government mooted an objective of building 60% of new housing on brownfield sites. The Blair government established an Urban Task Force to consider how this threshold may be met and incorporated this and related density targets into planning policy through measures such as PPG3. In France, the Loi de Solidarité et Renouvellement Urbain (2000) heralded 'a new concept of planning and density'. The established density threshold was abolished and new tools such as Schémas de Cohérence Territoriaux reinvigorated land use planning at

a city-region level, moribund since 1980s decentralisation. Land use planning legislation is nominally, stronger in England (where targets and thresholds are enforced) than in France (where the law is only aspirational). However, the paper considers if these legislative differences lead to different empirical outcomes. In both countries, urban intensification is contradicted by other forces. Regional policy reinforces growth in successful regions (South East England, the French conurbations) rather than stimulating growth in disadvantaged regions. In England, new housing development is concentrated in the South East while, in parts of the North and Midlands, the housing stock is reduced through demolition. In France, the objective of reinforcing the economic prominence of major conurbations implies an extension of their boundaries whilst rural regions depopulate.Land use planning is obliged to counter-act the negative impact of sectoral polices, especially housing investment. In England, the Sustainable Communities Plan and Barker Review advocated a 'step change' in housing supply. In France the need for additional new housing has been underlined by numerous parliamentary reports and the re-invigoration of house building since 2004 has witnessed significant peri-urban development. The paper considers these questions and contradictions in the context of two case study localities characterised by strong housing growth pressures, Luton (north of London) and Yvelines (west of Paris).

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THE SPATIAL ORGANIZATION OF LAND USE IN CHINESE CITIES

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This paper examines the influences of three groups of factors (government intervention, free market operation, and indigenous features) on the internal spatial structure of urban development in China. By using land rent gradient as a yardstick, the paper argues that Chinese cities are spatially organized in a unique way which is shaped by premature land policies, urban realities of the economy/infrastructure, and principles of location rent. Empirical data which are collected from Beijing and other large cities are analyzed using parametric and non-parametric statistics in order to illustrate the interplay of the above factors. This paper contributes to the literature by providing a framework to understand the uniqueness of and the factors underlying the spatial configuration of Chinese cities. Such an understanding is essential towards the formulation of an effective urban management policy for the public sector; and is key to investment decision-making for real estate developers.

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POLICY INTEGRATION AND SPATIAL PLANNING IN THE UK AND IRELAND AFTER DEVOLUTION

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This paper draws on a comparative study of spatial planning in the devolved nation and regions of the UK and Ireland. It draws on 45 interviews with 'national' planners. A key part of the national policy agenda in the UK and Ireland has been more 'joined up' policy, with a move away from the traditional policy silo approach. At the EU level too, integrative planning is a key theme within the European Spatial Development Perspective. Spatial planning is an important part of the emerging push to greater policy integration, providing a focus for debate on the spatial expression of strategies from a range of policy sectors, such as housing, transport, education, health care, culture, economic development and, of course, land use.

At a theoretical level the paper interrogates the politics of policy integration. The question is in part about who wins and who loses where policy integration is successful. But it is also about the underlying politics of the process - why is policy being driven in this direction, what are its intended and actual outcomes. A particular concern for our analysis is to examine the changing boundaries of spatial planning, finding out whether with political devolution integration is being shaped in different ways in different parts of the British Isles.

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PLANNED BUT NEVER REALISED, REALISED BUT NEVER PLANNED

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The success of public spatial interventions increasingly depends on private parties' commitment to invest in residential or commercial functions, due to the increasing reach and autonomy of economic forces. Hence private preferences largely determine whether urban areas have potential for development, which erodes the planners' control over urban developments. Faced with this trend, one would expect spatial planners to anticipate and utilise these private preferences, resulting in new kinds of strategic spatial plans.

This paper addresses the question whether spatial policies, specifically strategic spatial plans from 1980 until present day, have indeed been adapted to this new planning context. This research is conducted in the two largest Dutch cities, Amsterdam and Rotterdam, where there is a feeling of increasing tension between plans and actual developments. Therefore, in both cities an analysis is made of spatial structure plans from 1980, which are then confronted with both the more concrete plans for public investments as the actual development projects that have been realised. The emerging patterns give an indication of the seriousness of the perceived tension, that is: how many plans were never realised and how many projects were never planned? How does this vary in different periods, for different functions (residential, offices) and between the two cities?

The findings should lead to more general ideas about the degree to which strategic spatial plans are really strategic or whether we should speak of 'power to the projects'. Making use of concepts in strategic management in business, the paper ends with some ideas about how strategic planning can be more explicit in order to address the tension between ambitions and opportunities.

The proposed paper is part of a doctoral dissertation in progress.

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CHINA'S HIGH-TECH BUSINESS PARKS: OPPORTUNITIES FOR SUSTAINABLE URBANIZATION

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Since 1988, when the first state-level high-tech business park was formally established in Beijing, the high-tech manufacturing sector has received special attention from both government and business. Some 53 state-level high-tech parks and 2,000 more local parks are being implemented. But there are significant challenges to be overcome to make these parks successful. For instance, housing the associated labor may require the development of a residential component that was not part of the original park plan. But there are solutions to these challenges. Parks like Guangzhou Science City have blended into the existing urban fabric and serve an important function in the broader community's economic and social development. High-tech parks may therefore serve as a means for sustainable economic development and urbanization in China.

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SCRATCHING THE FUTURE: CONCENTRATED AND DISPERSE URBANIZATION CHALLENGES TO PLANNING

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Currently there are two major urbanization trends: the concentrated urbanization and the disperse urbanization. The first usually engenders a huge agglomeration under the shape of a metropolis or a region city, as Los Angeles (SCOTT, 2002), Rio de Janeiro (GEIGER, 2003) or Barcelona´s. The latter main feature is the dispersion of production activities and population throughout an extensive territory, as occurs in the Veneto (INDOVINA, 2003 and FREGOLENT, 2005), or in the south of Rio de Janeiro State, or even as it is happening in Brazilian Middle West or other parts of Brazil. Despite the argument on which kind is predominant there are many indications that both are developing in several countries rather in a complementary than in a excluding way.

In one hand it is possible to observe even around huge metropolitan areas, in advanced countries or in developing countries, an increasing trend to dispersion through the multiplication of urban nuclei and agglomerations scattered as "chicken pox" scars over the territory face.

In contrast across territories with a capillary roadway system it is possible to observe a trend to an increasing dispersion and scattered territorial occupation by productive activities, as well by housing and residential condominia, side by side with the strategic implantation of commercial and service centers throughout the "rural" area. Indeed these two major trends impose severe challenges to traditional ways of planning and consolidated practices, as well as to former spatial organization allover the world. Besides, such trends are backed up by informational networks and technologies, which propitiate new vertical forms of regionalization and political compromise.

This paper aims to identify and point out nowadays challenges to current planning practices in order to start from scratch to search for new paths and ways to think planning and to plan the future, from a critical point of view.

In order to accomplish these goals, recent urbanization processes around Barcelona and Rio de Janeiro will be considered as prototypes of concentrated urbanization with peripherical dispersion. In the other hand the diffuse urbanization pattern of the Veneto and of Rio de Janeiro State hinterland will be considered,as well some trends observed around Belo Horizonte and Brazil's Midwest .

In this way the work will be structured in three parts as follows. First, the two major current urbanization trends and the factors that contribute to their development will be examined and described; subsequently, the main features of these trends will be described, considering the referred case studies; afterwards an inventory of the challenges and obstacles to urban and regional planning and development will be made . As a closure some considerations will be made considering the right to the city (LEFEBVRE, 1996) and the possibilities of building an equanim and social biased planning.

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PLANNING FOR RELIGIOUS LAND USE WITH INCREASING DIVERSITY

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In contrast to some areas in the world are facing to the decreasing demand for religious land developments, Taiwan is experiencing the land use planning and development control problems of increasing demand of religious land use of activities. This paper is to identify the diversity characteristic and planning challenges of religious activities in terms of land use planning and development strategy. According to official statistics in 2003, there were 25 religious groups with 14,650 religious worship settings (including churches, temples and others) in Taiwan. Because of diversity and uncertainty, not only the quantity of religious land use demand is difficult to predict, the content of land use is also hard to plan in advance. In addition, due to the failure of development control and land use management, a lot of religious settings are illegally established around the island.

Due to poor planning and environmental management, our land use survey found out that most temples and churches in urban areas are suffering from parking difficulty, traffic congestion, noise and other landscape damages. Giving the trend of continuously increasing development and diversity of religious land, planning of religious land use has become a challenging task to planners in Taiwan, and perhaps in other areas either. In this paper, Through literature review and statistical analysis, in addition to problem analysis in this paper, the potential directions for land use planning will be discussed.

Keywords: Religious land use, Diversity, Uncertainty, Spatial planning, Development control

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LARGE SCALE URBAN DEVELOPMENT PROJECTS AND THE QUEST FOR INNOVATION

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Large urban development projects, targeting multinational activities, are at the forefront of attention in an era of internationalisation and competition among cities and regions. Large urban projects face the challenge of realising a 'local fix' in the global space through an appropriation of urban places. The geographical location of these projects can often been found outside the traditional core cities, at places strategically connected with prime physical and virtual networks of infrastructure.

While most critical academic research stigmatises them as markers of a neoliberal turn in urban politics and point to their contradictory nature, large urban projects may also become sites for challenging current development practices. This implies innovation on both a strategic level (how are projects framed?) and an operational level (how are integrative frames of reference built up between leading actors?). Innovation thus has a process and a content aspect.

With this framework we investigate the possibilities and the results of innovation in three contemporary large-scale development projects. We approach this question

from an new-institutional perspective, with a special interest in actor-centred institutionalist frameworks. During the last four years intensive field work has been completed on three projects: Amsterdam Zuidas in the Netherlands, Copenhagen Ørestad in Denmark and Barcelona Forum 2004 in Spain. These projects all have ambitions to create new mixed-use environments by innovative planning processes. Being in the middle of their long-term realisation path, we can make a first analysis of their innovative character. Besides documentary analysis, more than 60 in-depth interviews were conducted with key decision makers in these projects.

The relevance of this work for planning practice and scholarship is diverse. Large scale urban development projects are at the forefront of attention of ambitious cities and regions to position them in a competitative world. Initiatives are omnipresent. Policy analysts, planners, urban designers and architects have been both very sceptical about current outcomes as well as optimistic about the integrative capacity of these projects. However, there seems to be a lot of missed opportunities if we look at the contemporary generation of urban mega-projects in Western Europe. From the perspective of scholarship in urban planning, this research is one of the first cases wherein one individual researcher is doing in-depth comparative analysis to different projects in different countries. After four years of hard work, a unique comparative and in-depth insight can be given about these ambitious projects.

This paper is drawn from an almost completed dissertation. Disseration supervisor: prof. Willem Salet, Universiteit van Amsterdam: w.g.m.salet@uva.nl

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TOWARD COMPARATIVE STUDY ON SPATIAL PLANNING ISSUES AND APPROACHES IN DIVERSE MEGACITIES

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More than 300 cities in the world contain population of more than one million. Excluding some matured megacities like Tokyo, New York, London and Paris, most of these megacities are growing at different rate and have diverse spatial planning issues according to their unique conditions such as the stage of development, the history of urbanization and policies, and the role in the global society. Based on the perception that different spatial planning approaches with some commonalities are urgently needed for diverse magacities with complex issues, this study aims to answer the following questions:

1. How can megacities be categorized to start our study?
2. What are major spatial planning issues and approaches that are emerging to the categorized megacities?

First, using the population statistics provided by UN-HABITAT, 60 largest megacities in the world are categorized as follows based on the estimated population in 2015 and the population growth rate from 1985 to 2015:

A. Matured cities with more than 20 million inhabitants: Tokyo and New York

B. Matured cities with 5 to 10 million inhabitants: London, Paris, Seoul, etc.

C. Growing cities with around 20 million inhabitants: Mexico City and Sao Paulo

D. Growing cities with around 10 million inhabitants: Los Angeles, Rio de Janeiro, Shanghai, etc.

E. Rapidly growing cities with 10 to 20 million inhabitants: Istanbul, Jakarta, Manila, etc.

F. Rapidly growing cities with 5 to 10 million inhabitants: Toronto, Bogota, Hanoi, etc.

G. Ultra rapidly growing cities with around 20 million inhabitants: Lagos, Mumbai, etc.

H. Ultra rapidly growing cities with around 10 million inhabitants: Kinshasa, etc.

I. Ultra rapidly growing cities with around 5 million inhabitants: Guatemala City, Luanda, etc.

Then, through preliminary case studies on plans and typical projects of cities from some categories including Tokyo, Seoul, Mexico City, Shanghai, Toronto and Bogota, major spatial planning issues and approaches emerging to megacities are explored. The following challenges common to many megacities are explained in relation to their conditions.

a. Prevention of urban sprawl and protection of natural resources and farmlands

b. Introduction of efficient transit system with effective land use strategies

c. Intensification of urban centers and redevelopment of brownfields

d. Conservation of historic areas against high pressures of redevelopment

e. Improvement of informal settlements

f. Intensification of low-density suburbs

g. Establishment of urban governance structure

The study is one of the first comparative studies on spatial planning issues and approaches in diverse megacities. It provides a tentative framework to understand and to tackle the complex spatial planning issues and approaches in megacities and suggests several potential research topics for further consideration.

[Key data sources]

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DOES RESIDENTIAL LOCATION INFLUENCE DAILY-LIFE TRAVEL DIFFERENTLY AMONG DIFFERENT POPULATION GROUPS?

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Based on a comprehensive study of residential location and travel in Copenhagen Metropolitan Area (Næss, 2006), this paper addresses the extent to which urban structural characteristics influence travel differently among different population groups. Theoretical considerations as well as previous empirical studies, including Hjorthol (2000) and Næss & Jensen (2004), indicate that such differences exist. For urban planning, such differences are important both in order to assess the welfare impacts of alternative land use and transport policies, and in order to anticipate how socioeconomic changes in the population are likely to affect the future relationships between urban form and travel.

The Copenhagen Metropolitan Area study included a combination of qualitative and quantitative research methods (17 in-depth interviews with residents living in different parts of the metropolitan area, a large travel survey and a follow-up in-depth travel diary investigation). Our material shows that urban structure influences travel to some extent among all investigated subgroups. There is, however, considerable variation between the groups, both in the relative importance of different urban structural characteristics and in the aspects of transport influenced. For example, some of the groups whose travel distances are affected most by residential location are subject to only a weak influence regarding the proportion of car travel.

The location of the residence relative to downtown Copenhagen appears to influence traveling distances in particular among those groups that may be characterized at socially privileged. The location of the residence relative to downtown Copenhagen influences the amount of transportation most strongly among men, workforce participants and persons with a high income. Among women, non-participants of the workforce and low-income groups, the amount of transportation is mainly influenced by more local urban structural conditions (the distances from the residence to the closest second-order urban center and the closest urban rail station, and the local area density). For persons who are neither workforce participants nor students/pupils, weekday transport is mainly directed towards destinations available in a local center, e.g. shops, cafés and post offices.

Among single people without children in household, traveling distances on weekdays are less influenced by urban structural conditions than among the respondents in general. Single persons have a higher possibility for a mutual adaptation of the locations of their residences and workplaces, and hence a better opportunity to obtain modest commuting distances even if they live in the outer part of the metropolitan area. If there are two workforce participants in the household, it is more difficult to obtain proximity between home and workplace for both, in particular when living in a peripheral part of the urban area.

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POLICIES OF URBAN RENEWAL AND DYNAMICS OF URBAN PROPERTY IN THE HISTORICAL CENTRE OF PALERMO

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This paper studies the relationship among world money market, urban property market and urban planning. In Italy, the urban property market is involved in a process of enhancement that have altered the "monetary pattern" of the city. The reason of this transformation can be explained by adopting a speculative-financial approach based on post-keynesian economic principles. The loss of share investiment gains has caused an increasing appreciation of low-risk investment such as those interesting real estate market.

The above mentioned macro economic factors are mutually related, in each urban pattern, to local financial situation, and they generate the specific spacial distribution of property market values and a new type of (absolute and differential) ground-rent.

This paper analyzes the characteristics of real estate market in the historical center of Palermo. This market offers a great variety of property supply (with a wide range according to historical-artistic value, state of preservation, housing typology, etc.) and property demand (expressed by middle-class, low-incomes, students and immigrants)

The complex segmentation of urban real estate market is emphasized by:

- public policy of renewal of urban micro-areas and restauration of historical buildings;
- private projects of restoration of buildings that lead to "filtering up" process, supported by financial aids granted by pubblic administration;
- urban decay (in other micro-areas) with conseguences in "filtering down" process.

The paper has the aim of analyze: every public project in the historical center, the amount of financial aids granted to private projects; market values fluctuation in Palermo and other italian cities. This analysis will explain some conseguencies of recent urban policies on real estate market in the framework of current world economic trend.

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JAPAN'S LATEST AMERICANIZATION, MEGA SHOPPING MALLS: INFLUENCE ON URBAN DEVELOPMENT, CHILD WELFARE, AND SOCIAL SUSTAINABILITY

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This study reports the survey results of households and their children whose living environments have been affected by a newly developed, large-scale suburban shopping mall in Kumamoto City, Japan. This mall represents a typical suburban development now proliferating in the majority of Japanese cities. The research objectives include an understanding about the changes in the suburban residents' leisure activities, shopping patterns, housing conditions and general attitudes towards the new development. We pay particular attention to the consequent deprivation of playing grounds from children. We then discuss the implications of the behavioral changes and childhood quality of life to future demographic conditions.

Since the deregulation reforms of the 1990s, Japanese cities have seen rapid suburban developments with very large-scale shopping malls. The new developments might have stimulated local economies but they damaged the natural environment and consumed agricultural lands. Also, particularly in regional cities, they stole shoppers from the traditional central shopping districts, leaving the latter to decay despite the downtown revitalization policy efforts implemented by local authorities. The consequent auto-dependency in these communities now threatens the quality of life among children and the elderly.

The survey shows 95% of the respondents reporting deterioration in their living environments, including heavy traffic jam, noise problems and declined safety compared to before the arrival of the shopping mall. More than 40% of the respondent households visit the mall at night by taking advantages of its extended store hours (until 10 to 11 PM). Meanwhile, most of the children surveyed answer they usually play at home despite the fact that they prefer to play outside. They report the danger from increased traffic and suspicious individual around their neighborhood after the arrival of the shopping mall.

These survey results indicate the victimization of children resulting from the new shopping mall development. Children do express satisfaction from their weekend family visits to the mall but they are exploited rather than given opportunities. We believe the deprivation of children has serious consequences. Japanese population has turned to decline since 2005 according to government statistics. Also Japan's fertility rate – average number of children a woman bears in her lifetime – fell to 1.288 in 2004 from 1.2905 in 2003, marking post war low and one of the lowest in the world. We are wondering whether these children are going to be inclined to have large family given their poor environmental conditions and compromised playing opportunities in their childhoods? We doubt it. The new suburban development patterns characterized by large-scale shopping malls pose a threat to the sustainability of Japanese society. We question the soundness of the current urban planning practice and developmental policy designed only to stimulate economy.

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DISTRIBUTION OF BUILDING LOT SIZE IN NEWLY DEVELOPED COMMERCIAL AREA AND CONSTRUCTION CAPITAL STOCK

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Various approaches in urban design have been applied to a number of new town projects in Korea. A field survey reveals that there are significant differences in distribution of building lot size among the projects. As urban texture are produced and articulated by accumulated decision making procedures, the distribution of building lot size can differentiate according to time and location of each project.

This study is to show the relation between the distribution of building lot size in a commercial zone of new town projects and the construction capital stock in Korea and to make a reasonable implication for a distribution of building lot size in new town project.

9 sites are selected for the analysis of building lot size distribution. 3 sites are in traditional CBD, 3 sites in newly developed area in 1980s, and 3 sites in new towns constructed in 1990s. The distribution analysis shows a significant difference such that the newer development, the greater average building lot size occurs and the less standard deviation is calculated.

While diverse reasons can be considered to explain this phenomenon, this study is focusing upon the change of construction capital stock in the same period in Korea. After all factors involved, the current distribution of building lot size depends largely on the probability of final land transaction. Because the purchasing power of construction capital in Korea that is more predominant than other buyers lead the newly developed land market, the construction capital stock plays an important role in confining the distribution of building lot size in new towns in Korea. This fact can be used for guidance for subdivision control in urban design process. If a construction capital stock inflow is expected, it will be more reasonable to limit the distribution of building lot size in a project.

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SMART GROWTH - A NEW PARADIGM FOR LAND USE PLANNING IN THE US: THE EXAMPLE OF THE SAN FRANCISCO BAY AREA

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Growth management has been part of US land use planning practice for decades, and a large number of activities has been developed and applied over time. Hand in hand with the claim for stronger effectiveness in growth management, in recent years a development shift took place within growth management. Latest and highly celebrated trend is a movement that is called "smart growth". It can be considered the US approach to sustainable city and regional planning. The term smart growth was introduced during the 1990s and it is grounded on participation in planning and the rediscovery of a `small scale'.

Another aspect shared by sustainable development and smart growth is their basis on the three principles economy, environment, and social equity, while other definitions of smart growth have the terms "diversity, density, design" in common. These aspects point at a different quality of urban development, which goes beyond focusing on regulating growth quantities as it has been applied with the first growth management approaches growth caps, staging, and urban growth boundaries.

The poster presents the results of an evaluation of growth management practice in the San Francisco Bay Area with special emphasis on smart growth. The first section of the poster introduces US land use and growth management traditions and the principles behind smart growth. Because of the many growth and sprawl promoting social and political traditions in the US, the concept smart growth has a large number of critics targeting its effectiveness, imprecision, and - interestingly – its misuse for non-sustainable urban developments. The critique of smart growth will be displayed as well.

The second section of the poster focuses on introducing a research frame developed by the author. The research frame is derived from planning theoretical considerations, with the purpose of investigating the influence of different theoretical movements and paradigms in planning and their relations to planning practice. Consequently, the poster examines both the theoretical and the empirical side of smart growth.

The third section of the poster displays different growth management strategies and activities in use based on the research frame mentioned above. The evaluation of smart growth will be portrayed from the point of view of planning practice. 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. This section of the poster covers the results of in-depth case studies in growth management in the San Francisco Bay Area, focusing on smart growth examples of land use development.

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THE GUERRERO QUARTER AND ITS RELATION WITH URBAN DEVELOPMENT OF MÉXICO CITY

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central theme or hypothesis: what question are you trying to address?

At the end of nineteenth century Mexico city began to extend beyond its ancient surface, which grew a little bit more than Tenochtitlan was. Guerrero quarter was the fourth settlement founded with the first growing of the ancient city. Since then in that area was allocated the central railroad station and maintenance yard , and during the first third of twentieth century arrived the foreign buses station. The area allocated too some services as public baths, hotels, restaurants, barbershops, and cinemas. The type of constructions is wide and actually it could be possible to see modern buildings beside nineteenth and early twentieth centuries. The study zone form part of the historical center, in A perimeter is thirty four percent of its surface, and in B perimeter is twenty five per cent of it, there is a fifty nine per cent of the total surface of the Guerrero quarter within the historical center of Mexico City. In the south part, in front of the Alameda park and Bellas Artes palace inside the B historical perimeter, there are some cultural and heritage equipment which is not recognized by people as part of our cultural heritage. Furthermore, actually there are going to settle, in the yard of old railroad station, a new line of fast railroad to connect with the metropolitan zone, and beside it a new building called "mega library" maybe one of the most important building constructed by actual president..

The paper tries to show how the Guerrero quarter played and continue play and important role in the development of the Mexico city.

• approach and methodology: how will you address that question?

I use a quantitative and qualitative approaches to take a view of the urban development and to know the opinion of people and academic researcher about the study zone.

• relevance of your work to planning education, practice, or scholarship

It could be possible to show a new look to understand the role of the first quarter settles in the growing of Mexico city.

• key data sources

urban planning, central city, popular quarters, historical center.

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THE UK SPECULATIVE HOUSEBUILDING INDUSTRY AND BROWNFIELD DEVELOPMENT

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Speculative housebuilding in the UK is strongly constrained and influenced by the land use planning system. Speculative housebuilders now face an ever tighter regulatory environment, owing to the increased impact of the sustainable development agenda, where the 60% brownfield housing target provides the best-known example of this.

The UK speculative housebuilding industry has grown and prospered primarily through the conversion of greenfield land into mass, standardised estates. The Government's commitment to restricting the development of housing to primarily brownfield sites presents a significant challenge to the current skills base of many of the UK's speculative housebuilders. Whilst the industry has demonstrated in recent years its commitment to the principles of sustainable development through a steady increase in the numbers of dwellings built on previously developed land and the density and energy efficiency of those dwellings, concern exists over whether the industry has developed the requisite core competences necessary to secure a long-term commitment to brownfield development.

In response to such concerns, this paper presents the main institutional barriers to the development of brownfield land in the UK, and provides recommendations for the effective reuse of brownfield land for housing. The paper draws on findings from a number of detailed semi-structured interviews with select UK housebuilders in the Scottish and English contexts, conducted by the author, which seek to improve an understanding of the attitudes, behaviours and corporate strategies of some of the UK's biggest builders in response to the brownfield development requirement. The paper is structured into three main parts. The first part presents an overview of the structure and workings of the UK housebuilding industry, the brownfield development requirement and the significant challenges this requirement presents to both housebuilders and planning. This is followed by an evaluation of a select number of housebuilders' approach to brownfield development in accordance with the results of the study. In the final part, a series of conclusions are drawn and recommendations are made as to how brownfield development can be better utilised as a resource for housing development by both the housebuilding industry and the planning system.

Through this, the paper presents a timely and important evaluation of the behaviours of one of planning's biggest and most litigious customers. It also explores the concept of institutional capacity as a central element of governance, but approaches its applicability from an innovative investigation of the adaptive capacity of the private sector to respond to public policy change.

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BUILDING CYBERINFRASTRUCTURE FOR PROGRESSIVE REGIONALISM: EMERGENT THEORIES, TOOLS AND STRATEGIES FOR ACTIVIST INTELLECTUALS

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Planning has strongly articulated spatial and infrastructure dimensions. We now see compelling arguments for rethinking space and infrastructure from new regionalist perspectives (e.g., arguments highlighting city-regions as a units of analysis best suited for dealing with such challenges as jobs-housing balance, watershed management, transportation, etc). But we also see evidence of "splintering urbanism" and serious obstacles to regional integration in a world of increasingly uneven global flows of people, material, energy and knowledge. Where does this leave the modernist pretense of "comprehensive regional planning"? What can progressive regionalism hope to offer? What kinds of advantages can we obtain from recent advances in "cyberinfrastructure"? Cyberinfrastructure is as vital to the common good as was the development of rail, roadway and energy grids of the industrial revolution.

This paper identifies constraints and opportunities in the development of research-driven cyberinfrastructure for progressive regionalism. The paper is largely based on a case study of the Regional Workbench Consortium (RWBC), funded by UC San Diego's Superfund Basic Research Program. The RWBC is part of a larger Global Planning Grid initiative aimed at federating information and communication technology (ICT) resources across a select group of city-regions around the world. Initial efforts are fousing on sustainability science and environmental justice. If accepted, there will be a roundtable in the Technology and Planning Track that focuses on this GP-Grid initiative. The paper's main objective (drawing upon my six years of experience leading the RWBC together with several colleagues at UC San Diego) is to offer a set of useful criteria for going about the establishment (institutionalization) and evaluation of cyberinfrastructure projects in the context of promoting globally-minded progressive regionalism.

I developed this abstract in collaboration with two other colleagues (David Pellow and Richard Marciano). Both Richard and David submitted abstracts of their own—also focused on cyberinfrastructure and progressivism; and they will be participating in the roundtable on the GP-Grid. The three of us would like to be placed in a panel together. We intend to find co-authors for our work from other regions of the world, and we have funding to cover some of the costs. As is the case with the roundtable we have long term funding (2005-2010) from the Research Translation Core and Community Outreach Core of a major Superfund Basic Research Program grant. We also have a promise of funding ($10,000) from the US Department of Housing and Urban Development to support participation in the panel and/or roundtable.

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ADAPTATION AND INTEGRATION OF TRADITIONAL STRUCTURE OF HUMAN SETTLEMENTS IN MODERN CITIES - (STRUCTURAL TRANSFORMATION OF SURROUNDING VILLAGES OF HANOI IN THE TREND OF URBANIZATION)

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Hanoi, the capital of Vietnam with more than one thousand years of history, has long been living with traditional agricultural villages intermixing inside the city.

Those traditional villages also has existed since five hundred to one thousand years. Those villages, since former feudal time, was already dense normally with over 10,000/km2. There were about three to ten thousand inhabitants in one village. Village spatial structures were compact with defensive "bamboo walls", branched road systems. Each village owned a Community house worshiping local saints who was considered as the spiritual protector for people, pagoda and other public amenities such as village pond, village well, village market Each village has its own family lines, regulations, gender and occupational regulations. Those villages served the urban life of the imperial city by their traditional handicraft professions.

After the economic renew in 1986, Hanoi has witnessed a rapid urbanization presented in the increase of inner-city population. Up to 2020, there estimated that about 48 villages with 300,000 inhabitants will be urban livers. The coverage of those villages will take about one-fifth of the overall Hanoi area.

Urbanized villages are in a drastic social transformation. The population density has increased to 150-250 inhabitants/ha because of immigration from external provinces and internal stretch. Millions of housing area which has been built since last fifteen years are mostly situated in these areas. There has happened obviously the transformation of lifestyles, the interference of traditional and modern social relations This has become to be the emerging issue that Hanoi is facing to.

This kind of issue happens to not only in a central area like the Old quarter of Hanoi but also all over the city. It´s the main reason leading the picture of urban development in Hanoi disordered and uncontrolled.

The research surveys many villages in all three areas: urbanized and being urbanized areas and villages which will be shortly urbanized according to planning. Problems of urbanized villages would be lessons addressing orientations for planning other villages.

The research reveals that the crucial issue is the inhomogeneous transformation of physical and non-physical components of urbanized villages. Conflicts generating from it are about: speed of urbanization, reclaimations of agricultural land,

transformation of lifestyles and occupations; immigration and infrastructural upgrading with corresponding public services; transformation of structure of agricultural settlement to urban settlement; transformation of new development and preservation of culture, landscape, history of traditional areas; transformation of being integrated to an ecological urban system.

The proposal is to amend comprehensively structures of villages and to limit inhomogeneous transformation. It also considers completely the process of occupational, social transformation, corresponding lifestyles of structural amendment in context of urban settlement. The "Community neighborhoods bounded by open spaces" is the proposed model for the transformation. Outputs of this research contribute to the sustainable development of Hanoi, enhancing the control of city development in informal developed areas and orientating more obviously for planning new city expansions.

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Will be provided later

THE EVALUATION OF THE MUNICIPAL MASTER PLAN OF LISBON

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The literature on planning evaluation suggests a professional and a theoretical gap in what concerns on-going assessment methodologies. The central theme of this paper is the proposition of an on-going evaluation methodology of municipal master plans, that includes an important component of analysis of the urban form, and that can, in fact, contribute to the enhancement of the quality of the built environment. The use of the proposed methodology in the appraisal of the master plan (PDM) of Lisbon, of 1994, is presented. The preparation of this plan started in 1990 with the election of a new executive. Although its review started in 2001, the 1994 plan is still in force.

A general evaluation framework was designed according to the plan concept adopted by the Lisbon PDM. A number of evaluation questions corresponding to specific criteria were established in order to perform this appraisal. To analyze the rationality of plan making, the authors tried to assess if the plan made an adequate interpretation of the planning system within which it operates, if its proposals were relevant to the needs and ambitions of the city, if its several parts had a logical internal organization, if this master plan was coherent with the strategic plan and the regional plan prepared in the beginning of the 1990s, and finally, if there was an effective public participation in the plan preparation process. As to the conformance of the plan, it was important to assess to what extent the initial objectives have been attained and the main physical proposals have been implemented and at a reasonable cost, and finally, if the plan played a pro active role in the Lisbon development process in the transition to the 21st century. As to the performance of this master plan it was necessary to understand the way local politicians took advantage of the plan during the last ten years, and if the document was used to promote a communicative action and an interactive practice.

The key data sources to answer these questions were: the Lisbon master plan, the main plans produced for the city at other planning levels, the Portuguese planning system, two of the main Portuguese newspapers, ten interviews to key actors involved in city planning, a fair amount of planning applications taken from four parishes with different aspirations – as stated in the strategic plan –, cartographic drawings, and finally and most importantly, the city itself.

The intended, and simultaneous, evaluation of substance, process and results, draws on the model presented by Alexander & Faludi (1989) that had lasting impact on the literature on planning evaluation. The debate around the conformance concept was particularly relevant (Baer, 1997; Talen, 1997), as well as the investigation of new criteria to distinguish good from bad planning (Alexander, 2002), and the reviewing criteria to assess strategic plans (Faludi, 2000).

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GOVERNMENTAL CHALLENGE: THE ARTICULATION OF A NEW PROJECT INTO URBAN MANAGEMENT. THE "METROBUS" IN MEXICO CITY

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This paper derives from a broader research project carried out in El Colegio de México. The research included a multidimensional urban analysis of two avenues (Insurgentes and Ermita Iztapalapa) that the Mexico City Government considered priority in order to implement a Bus Rapid Transit (BRT), which started running in July, 2005. The study provided the Mexico City government with information on certain social and urban processes occurring along the two strategic avenues mentioned, in order to improve urban management.

I will focus on two aspects: 1) the processes of urban changes identified in the city, which might produce positive synergies with the insertion of BRT, and 2) the characteristics of local management that enhance or restrain such synergies.

I would like to approach the following questions: What urban policy frames the implementation of BRT? What dynamics and processes of territorial changes prevail in the analyzed areas? How can BRT hitch onto them? What concrete actions is the local government carrying out in the areas? Who are the related social actors and how do they participate in these processes? Which planning and managerial tools might enhance the project's sustainability?

In order to answer these questions, I will 1) analyze the current urban policy and its application strategies; 2) assess the city government's concrete actions in response to the changes processes most related to the project: population increase in the peripheral areas and population decrease in the central ones. Among these actions, I will refer to the construction of new high-density for the central area of the city, the creation of tourist corridors (Corredor Reforma), and the process of recovering the "Centro Histórico" (the city's historical core).

Some of the sources used for this work are the 2000 Mexican population and housing census (Censo de Población y Vivienda, México, 2000); the legal and institutional framework in urban matters, particularly current urban development programs and tax instruments; databases containing construction licenses and permits in Mexico City for the last five years; and information obtained from interviews with local government authorities at different levels, as well as real estate and civil society representatives.

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ABATING TAXES, ABETTING SPRAWL

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Economic development incentive programs are inherently spatial; that is, they provide benefits to firms that invest and locate jobs in a specific jurisdiction (state or municipality). This paper will consider the spatial impacts of one economic development incentive program that has been widely used by a large number of municipalities in the state of Michigan over the past three decades. Public Act 198 of 1974, the Plant Rehabilitation and Industrial Facilities Development act, allows local governments to abate taxes on investments in real and personal property in locally designated districts. In these districts the effective property tax rate is reduced by half for a period of twelve years. PA 198 has been utilized by over 30 percent of Michigan´s local governments to attract over $50 billion in industrial investment and to attract or retain over a million jobs. Perhaps not surprisingly, the automobile industry has been a major beneficiary of this program, accounting for 54 percent of the investment receiving abatements and 37 percent of the new and retained jobs. The geographic distribution of abatement activity is highly skewed. Almost 80 percent of Michigan local governments have granted no or only one abatement. The top 30 municipalities in terms of abatements granted accounted for just over two-fifths of all abatements. Grand Rapids granted over 500 abatements between 1982 and 2002. The data on abatement activity also suggest that the program has been used extensively to foster industrial development at the fringe of the state´s urban areas. Half of the municipalities granting the most abatements are located at the fringe of the largest urban areas. Perhaps more importantly, 80 percent of the qualifying investment in real property has been in peripheral suburban communities. In central cities, investments in new equipment and personal property have received most of the abatements. While the overall statistics suggest that PA 198 has been an effective economic tool for Michigan, a closer examination of the data suggests that the lack of targeting has benefited firms in the largely suburban growth areas of the state. PA 198 appears to be effective in encouraging investment in areas where it likely would have occurred without the inducement of tax abatements but not in stemming industrial disinvestment and job losses in older communities. Michigan´s experience with industrial property tax abatements suggests that incentive programs that are more highly targeted spatially to focus on distressed communities, may better serve the public

interest. Granting financial incentives to encourage firms to do what they would have done absent the incentives should not be considered economic development. Granting financial incentives that help to offset the real higher costs of inner city redevelopment may be an appropriate use of public resources.

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KEY PROJECTS FOR HIGH SPEED TRAIN STATION REDEVELOPMENT IN THE NETHERLANDS

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The Key Project policy is the modern evergreen of Dutch national spatial planning policy. Since the end of the eighties, policy initiatives under this generic label have been formulated by the state government to directly foster strategic projects at local planning level. The third – and till now last – generation focuses entirely on the six new stations and their station areas around the future stops of the High Speed Train (HST) in the Netherlands. The expansion of the high speed train network in Europe since the beginning of the 1980s is an important incentive for a new round of railway station development that has swept through Europe in the last decades. Since the mid-nineties, major Dutch cities have started decision-making processes on new (integral) station development plans. Although many high ambitions were formulated, implementation is rather slow and problematic. When the first real high speed train line (to Brussels and Paris) will be opened in 2007, none of the ambitious station projects will be ready.

In this paper we first provide a context wherein we place the Dutch Key project policy for new high speed train stations in three discourses: (1) an urban planning discourse on the chances that high speed train-stations offer for strategic spatial, economic and cultural revitalisation of urban areas; (2) a public management discourse on governance innovation, wherein we understand the Dutch key project policy as an attempt to optimise the performance of spatial policies in a fragmented setting, by the direct national level intervention in local development projects; (3) a critical discourse on the failures of decision making and economic performance of these projects. The central theme of the paper is how to assess on different criteria these six projects and how to find opportunities for improvement in their spatial and democratic performance.

The relevance of this work for planning practice and scholarship is in the importance of these projects for their respective cities, in terms of size and image and in their (often) disappointing spatial, economic and democratic performance till now. The Key project policy as such is an interesting approach to implement a more developmental mode of planning into the Dutch planning system, which is especially known for its strategic national planning doctrines at a more abstract level. It can

form a base for comparison with other European HST or strategic projects.

Key-data sources are interviews with the responsible planners in the six projects and quantitative and qualitative documentary research. Since the beginning of the first key project policy we have analysed the results of these projects in (supervised) academic thesis´s, conference papers and journal articles

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PERIURBAN AGRICULTURE – AN ISSUE FOR LAND USE PLANNING AT THE URBAN FRINGE? A CASE STUDY FROM THE VIENNA REGION

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This paper is about planning related to agriculture in the intermediate zone between rural and urban areas. In regional sciences it is common to perceive those areas in relational terms, like periurban, suburban or rurban. The main focus of this article is placed on agriculture in the urban fringe of Vienna, Austria´s capital, as well as the rural areas in the East and Southeast of the city in the Province of Lower Austria. In the Vienna region a survey was conducted among farmers concerning their assess-ment of working conditions. A visitor survey was conducted in an agricultural area that is strongly used for recreational purposes. Spatially relevant legislative and other documents were analysed and assessed in relation to their effects on agriculture and on the preservation of open space. A further source was data on spatial development and agricultural structure in the test areas.

In periurban areas agriculture is exposed to specific challenges. Just like rural agriculture peri-urban agriculture as well is undergoing structural changes that are significant for agriculture in service based societies. What makes the difference to agriculture in rural areas is high land use pressure caused by land demands for housing, commercial development, recreation and large-scaled leisure projects. Additionally the farmer´s position is different in terms of appreciation, cultural influence and political representation.

Public planning authorities also face a challenging situation in rurban areas. The multiple de-mands on the (mostly farmed) land need to be coordinated. The main challenge of spatial plan-ning in rurban areas is to preserve open space.

Public authorities and planners often claim to preserve land for agricultural purposes when in fact the real motive is preserving open space that will fulfil multiple functions. Farmers on the other hand view their fields as their property that can be used for production of food and other natural resources as well as for gaining real estate profits.

Instruments to preserve farmed open space applied in spatial planning so far often do not show the results expected. High quality arable land and valuable open space is developed, agriculture is not able to meet expectations of public authorities concerning environmentally friendly farming and the provision of recreational func-

tions. A common reaction of planning authorities on the failure of implementation is to elaborate new plans. Experiences of the conducted research show that too much and detailed planning shows adverse results. Complementory to spatial planning an increase in value and appreciation of periurban agriculture by diversification of pro-duction is required. This can be achieved by bottom-up approaches, approved and implemented in regional development processes.

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MIXED LAND-USE - A CASE STUDY OF NEW DELHI

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The research study carried in the year 2000 looks into the nature and extent of mixed land-use in the city of New Delhi and suggests ways to develop policy and decision guidelines to accommodate commercial land-use in the residential fabric. The study also looks into the social, economic and environmental aspects of commercial activities in residential premises as against in formal shopping centres designed and constructed by Delhi Development Authority (D.D.A).

The results highlight the fact that commercial ingress in residential premises is culmination of complimentary processes taking place simultaneously. In mixed land-use areas the relative economics of possible alternative land uses for a single site is very important, as residential and commercial uses do not have similar economic base, the economic advantage possessed by commercial use, results in an area predominantly of that use. Further the ingress phenomenon is related with the physical pattern of residential areas. The intensity and nature of commercial activities vary at cluster, community and sector level, and also with the hierarchy of roads. It varies with different socio-income residential areas, and with the plot typologies. The research study findings suggest that mixed land-use should be considered in view of the market forces and socio-economic needs of the society on a selective basis. This should be subjected to certain regulations according type of residential area and built form.

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CAUGHT BETWEEN THE DEVELOPMENTAL STATE AND A PLACE CALLED "HOME": PROBING SOME EMERGING CHALLENGES FOR NATIONAL SPATIAL DEVELOPMENT PLANNING THROUGH AN EXPLORATION OF THE POST-APARTHEID SOUTH AFRICAN EXAMPLE

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In post-apartheid South Africa with its legacy of socio-spatial engineering and multiplicity of living spaces, "home" has a very special connotation. It typically refers to that place where one was born and grew up, where one´s relatives live and/or where one´s ancestors lie buried. While it is a place that evokes deep emotions, "home" often also is a place in long-term decline in rural South Africa to which millions of Africans were purposefully relegated by an evil regime, where deep-seated poverty and unemployment are rife and where dependence on social transfers and remittances is high. This place stands in direct opposition to "town", a complex cosmopolitan space often viewed with hostility and distrust, and where in a stereotypical tongue, "young people lose their culture and their innocence and become slaves of global tastes and western materialism".

Faced with the huge inequalities inherited from the past and the urgent need to address massive unemployment, especially amongst the country´s burgeoning youth, the ANC-government in the mould of a developmental state has embarked on a process of bringing greater purpose, rationality and synergy to State expenditure. Starting back in 1998 this process resulted in the adoption by Cabinet of a controversial planning document called the National Spatial Development Perspective (NSDP). In contrast to more traditional national planning instruments this perspective does not endeavour to bring about "place equity". Instead it seeks to maximize the economic return on government´s investment, drastically expand the involvement by the previously excluded in the economy and improve the skills levels of the "unemployable". As such the NSDP has a distinct focus on "people, not places", a slogan which finds expression in a set of normative principles, which have to be adhered to in all decisions around public investment. These principles essentially call for the concentration of infrastructure investment in support of economic growth in places with demonstrated economic development potential and propose social spending in places with limited economic development potential, places which many call "home". It is this apparent "pro-town"/"anti-home" position which has met with fierce opposition from those who strongly believe in the economic prospects of "home".

While the NSDP and the South African context are in many resects unique, in others it is surely not: The debates underlying the chosen response, such as "going with growth" versus attempts at spreading it and investing in human capacity versus hard infrastructure are also exercising the minds of planners operating on the European scale, as well as in member states in the Union, such as Germany. It is to these generic, but perplexing questions around national and supranational spatial development planning that this paper, in which a detailed exposition of the South African case is provided, seeks to contribute.

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ACCOMPANYING PROCESSES OF NEGATIVE GROWTH - A NEW TASK FOR SPATIAL PLANNING

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In the German speaking parts of Europe spatial planning is based on the paradigm of permanent growth. "Development" is equalled to increases in demography and

national economy. This is why spatial planning continuously aims to localize (partly only assumed) growing anthropogenic demands on space, spatial planning even contributes to these growing demands and at best balances or re-allocates these demands in accordance with the goal of creating equal living conditions. Spatial planning's belief in growth is for example reflected in unrealistic population projections, enormous reserves of building land, over capacities in infrastructure and an underevaluation of spatial planning's mission to constrict or even forbid certain developments. Furthermore stagnation and negative growth that have been going on for decades were only acknowledged by spatial planning in a way that it suggested to "transform" them into growth processes.

Recent social but also economic developments in the German speaking parts of Europe imply the necessity of a paradigm shift also in the fields of spatial planning. Reasons therefore are:

- decrease in population
- tighter financial scopes
- dwindling resources
- saturation limits etc.

In the future spatial planning has to conceive also the attendance of negative growth and the constitution of an "organized retreat" as its mission.

The presentation of the author shows a current research project that shows the following (on the basis of samples from spatial planning on regional and municipal level):

- how strongly the growth paradigm influences the self-conception of spatial planning at present
- how strong the general principle of growth disagree with the actual trend of growth and which negative consequences of that has on the defacto spatial structure
- which new possibilities arise in the field of spatial planning to evaluate stagnation and negative growth.

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CONNECTING SPATIAL PLANNING INNOVATION AND EVALUATION: ANALYSING CURRENT EXPERIENCES IN GERMANY

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Improvements of planning procedures as well as implementation of planning goals are central challenges in spatial planning. Over the last few years, connections between spatial development and evaluation activities can be noticed to support progress in planning practice (World Bank 2004). This paper will analyse successful ways of innovating spatial planning by using results of evaluations in Germany. Main questions to answer are how to manage learning and ensure quality management. Methodical flexibility has to bee guaranteed in practice for applicability in varied evaluation topics as well. The findings bases on results of workshops within the German evaluation society (Rolfes/Weith 2005) and an ongoing survey of evaluation activities carried out by the author.

Evaluation activities for public policies can be noticed since 1930ties in general (Rossi/Freeman/Lipsey 1999). But up to now evaluation of spatial planning activities are not taken for granted even in Europe or North America (Leeuw 2004, Mertens 2004). For the 1990ties debates about new planning modes and Good Governance have led to new efforts in evaluation practice and research.

After five years of activities in a specific working group debating spatial development aspects within the German Evaluation Society (DEGEVAL), several tendencies in evaluation practice have to be remarked. Most of the innovative initiatives can be discovered in regional economic policy and town planning activities, which bases on public subsidies by EU or federal state ministries. In addition new results are also included in evaluations of public driven regional management and environmental planning. Current changes in evaluation practice generate connections to innovation activities in regional development processes. More and more ex-ante and ongoing evaluations are in use to accompany planning processes. Integrated urban development activities use evaluations to qualify the management of change processes. In regional management activities, for example in the federal state of Mecklenburg-Western Pomerania, models of actor based self-driven evaluations are in use fostering regional learning processes. To reflect heterogeneous evaluation contexts, a mixture of qualitative and quantitative methods is applied, integrating indicator systems as a basis for valuations. But all these changes have also negative side effects. The innovative procedural changes are accompanied by problems of ensuring methodical standards and availability of personal and financial resources. One main scientific problem is the missing availability of complex impact models, containing cause-and-effect-chains on regional and local scale. For improving spatial planning complete evaluation results have to be discussed.

The drafted results are currently specified by a survey carried out by the author, including questions about use and consequences of evaluation studies in German planning practice. Results can be presented from spring on.

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THE SPATIAL DISTRIBUTION OF FOREIGN INVESTMENT IN CHINESE METROPOLIS

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The transnational flow of capital is one of the most remarkable characteristics in the process of globalization. Metropolises are the main spatial nodes of the flow. Almost all the metropolises attempt to attract the limited investment in the world through various ways, which would not only influence their development speed and quality but also their function and space. On the background of globalization of China, this paper chooses Beijing, Shanghai, Guangzhou, Shenzhen, Tianjin, Wuhan, Sheyang, Nanjing, Chongqing, nine typical metropolises in China, as the cases to examine the distribution of foreign investment inside the urban space.

The Chinese-foreign Joint enterprises that put into production from 1991 to 2000 are used as basic data and through random sampling by industry the research samples are gotten. The Grid System Model is imported to establish the relationship between the investment amount and urban space: $z = f[x, y]$ (z: the amount of foreign investment; [x, y]: the coordinates of basic urban space unit),

through which the spatial distribution of foreign investment in each city can be simulated in plane and three-dimensions. Using the model data, we also get the graph of the density of foreign investment against the distance to the city centre.

We analyze the static spatial characters and dynamic spatial evolution of foreign investment and correlative factors in each metropolis. Furthermore, we compare the spatial similarities and differences of foreign investment by industry, scale and origin, which indicate that the industrial type is the dominant phase that determines the spatial distribution of foreign investment.

Using methodology typological, we systematically classify and explain what are found in the nine cases. It shows that metropolises in different phases of development have different characters of the spatial distribution of foreign investment. In China, a typical developing country, inevitable globalization has deeply influenced the metropolises while they are experiencing the process of industrialization. Foreign investment projects in manufacturing in suburb cause directional development of urban space and the accumulation of foreign investment in service industry in inner city changes urban function and image and promotes urban centralization.

Based on the research, the concept of IOP (Industry oriented policy) in investment-attracting policy is put forward, which means that the foreign investment in manufacturing is drawn by the production conditions and the foreign investment in services is drawn by the service objects as well.

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DO TRADITIONAL PHYSICAL CHARACTERISTICS MATTER IN NEIGHBORHOOD SATISFACTION? EVIDENCE FROM THE AMERICAN HOUSING SURVEY

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Proponents of the New Urbanism vigorously advocate the compact, diverse, and walkable physical form associated with traditional development as a seemingly straightforward strategy for building healthier and more sustainable communities (Calthorpe 1993, Duany et al. 2000). Many local governments have started experimenting with traditional type development by adopting policies or zoning laws that encourage or stipulate the creation of places with traditional-like ambience. So far academic debate and policy formulation have not benefited from systematic analyses of residents' experience in different types of physical environments.

This paper uses the 2002 American Housing Survey data and adopts methods in residential satisfaction (Aragones et al. 2001, Brower 1996, Galster and Hesser 1981) to investigate the effects of neighborhood physical characteristics on neighborhood satisfaction, with an effort to answer the following questions:

1.Do residents tend to manifest higher levels of satisfaction in more compact and mixed environments?

2.How important are physical form characteristics, relative to other factors, in predicting people's evaluation of their neighborhoods?

3.How do households of varied demographic and socioeconomic background differ in their response to the various aspects of physical form, as inferred from the contribution of each aspect to overall neighborhood rating?

I use information in the 2002 AHS metropolitan files to create measures of housing density, land use mix, and housing mix at the neighborhood block level and use the neighborhood assessment variable provided in the AHS as the measure of neighborhood satisfaction. I conduct separate and pooled OLS regression models for 13 MSAs surveyed in the 2002 AHS to examine the independent contribution from the physical form characteristics to neighborhood satisfaction. I also conduct stratified regression models to investigate possible interaction between the physical environment and household characteristics.

Findings from the analyses show that while people generally respond negatively to density increases, they appear to value physical diversity under certain circumstance and good accessibility to service and amenities in general. Some household groups are more so than others. For some household groups, the benefits from good accessibility may outweigh the negative impacts from higher densities. However, neighborhood design characteristics matter little if other issues, such as housing quality and neighborhood safety, are not adequately addressed. Planners thus need to keep social needs in mind when designing and developing compact and mixed communities.

note: this article is drawn from an almost completed dissertation.

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EMPLOYMENT DECENTRALIZATION AND NEW TOWN DEVELOPMENT IN HONG KONG

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The development of new towns in Hong Kong has been spectacular in terms of pace and scale. It is unquestionably a major achievement of urban planning in Hong Kong. By the early 1980s, about one million people (almost 20 per cent of the population) had been housed in the new towns; by 2001, the figure grew to almost three million people representing about 45% of the total population. Population has successfully decentralized to the new towns because of the high demand for public housing. As a result, new towns have a high percentage of people living in public housing and they have often become working class communities with a high percentage of their working population engaged in production work and a low percentage in professional and managerial work. Because of a lack of employment decentralization policy, new town development has caused an increasing discrepancy between the locations of employment and places of residence. A high percentage of people in the new towns have to commute to the main urban areas for

work, thereby overloading the transport network linking the new towns with the main urban areas. Although on the one hand, new towns provide low income families with low rent public housing in a good living environment, but on the other hand, they also increase the time and costs for these families of travelling to work in the main urban areas. Although the concept of "self-containment" is good in theory, if difficult to accomplish in practice, a certain degree of self-containment in employment is needed in the new towns to reduce the need of commuting. In order to improve the quality of life of new town residents, especially the low-income families living in public housing who have to pay a large proportion of their income for transport costs, and to increase the attractiveness of new towns, the government may have to play a more active role in decentralizing employment to them. Moreover, as total 'self containment' in employment is difficult to achieve, the transport network between the new towns and the main urban areas will have to be improved to facilitate the necessary daily work trips generated by the rapidly growing population in the new towns. The progress and success of new town development in Hong Kong will very much depend on the transportation network with the main urban areas and the provision of jobs in the new towns.

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TRACK 10: Urban Cultures, Heritage and Urban Design

URBAN SPATIAL CONFIGURATION AS CULTURAL HERITAGE

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Cultural heritage, once a concept referring exclusively to the monumental remains of cultures, has gradually been extended to include a series of intangible modes of heritage reflecting the continuity in human social life. Cities, which in their entirety encompass the important parts of the material cultural heritage, bear in the spatial structures underlying their physical constructs the intangible modes of cultural heritage which are most involved in our everyday life. The urban spatial system, depending on how it becomes configured, forms patterns of movement, encounter, and co-presence, which reflect and affect the fundamental cultural aspects of our urban life. Urban spatial configurations are generated and evolved throughout the history of cities. They bear the trace of the past but they reflect living culture rather than an ossified image of the past. This paper investigates the evolvement of urban spatial systems in a series of Swedish and Iranian cities, which originally belonged to two distinct cultural types of cities. The paper discusses the impact of different urban design and planning strategies on the historic cores and old places in these cities. Space Syntax theory and methodology is applied for analysing the spatial structure of the cities in different historical periods. The analytic process in Space Syntax aims to explore the complexities of the organic relation between the urban societies to their spatial existence. This process can be described as a move from the observable feature of the built form of cities to the abstract spatial structure underlying the physical forms, and a return to the observable world through representing and modelling the spatial patterns and describing their properties by quantifiable measures and displaying correlations between these measures and observable functions. In the studies presented in this paper the existing functional situation of historic urban areas (including old bazaars in the case of Iranian cities) are explained in terms of syntactic (configurational) properties of the urban spatial structure in these areas and their structural position, as local subsystems, in the context of the global urban system. The results of the studies open way for developing the conceptualization of urban spatial configuration as intangible cultural heritage. These results provide measures for assessing urban design projects which attempt to counteract the process of decline and to enhance the liveliness of historic areas in cities.

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MIGRANT ENTREPRENEURSHIP IN THE CULTURAL INDUSTRIES: REALISING THE POTENTIAL OF DIVERSITY

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Cultural industries have emerged as a significant source of employment and economic growth in post-industrial economies. The culture-generating capabilities of cities are being harnessed to productive purposes, creating new kinds of competitive advantages with major employment and income enhancing effects (Scott, 2004). Indeed, the cultural economy has emerged as a major source of employment and growth in many countries and cities globally, and its potential for supporting the regeneration of deprived and stagnating areas has been widely explored by academics and government agencies alike. The debate around the potential of the cultural sector has gained new momentum in the policy realm, particularly following the work of Richard Florida on the rise of the creative class and how it is shaping economic and urban development (Florida, 2002). The characteristics of the local milieus of production and their ability to attract and retain the necessary human and other resources for self-sustaining and enhancing growth have been central to policies aimed at developing creative clusters and supporting the positioning of cities in a competitive global environment. The role of migrant entrepreneurs in the sector has been touched upon in work on the creative class and the need for cities and nations to continue to attract and retain talented workers if they are to develop, maintain or enhance their competitive edge (Florida, 2005). While policy makers around the world have been extremely receptive to the message of removing all the stops to the realisation of the full potential of creative workers, in practice the opportunities and constraints on the supply and demand side still remain largely unexplored. This paper sets out a theoretical framework for developing a comparative analysis of migrant entrepreneurship in the cultural industries, exploring the resources and opportunities shaping social mobility trajectories. It does so by exploring cultural industry activities, the commodification of culture (Pratt, 1997; Leyshon, 2001) and how this interplays with diversity. It will follow a two-track analysis: on the one hand exploring the opportunities and barriers for entry and expansion offered by the cultural industries networks; on the other, analysing the resources needed in terms of human, financial, social and cultural capital, allowing for a mapping of thresholds. The framework will be used as the basis to guide case study analysis of migrants' social mobility in the cultural industries in London and Amsterdam. Finally, the paper will review policies and funding programmes to assess their effectiveness in supporting progression routes for migrant entrepreneurs and addressing the current employment diversity gap.

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DESIGN CODES: THEIR USE AND POTENTIAL

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Design codes are nothing new, but in recent years have increasingly been identified, both in the urban design literature and in practice, as tools that might help to deliver better quality development, more efficiently, and in a more inclusive manner that better integrates the contributions of key stakeholders. This paper reports on a research project that has sought to establish what is already known about design codes, in order that lessons from that existing experience can feed into the future development of design coding. The paper draws on an extensive literature review, a survey of existing practice in England, and on five case studies of design codes that have been used to deliver development on the ground. Based on the findings, it is argued that despite the design, certainty and integration benefits that codes seem particularly suited to deliver, design codes are only one means to deliver these benefits. Furthermore, they may not be the quickest, most inclusive or most resource efficient means to do so.

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DESIGNING FOR DISTINCTION: URBAN DESIGN STRATEGIES AND DISTINCTIVENESS.

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This research is about the unique fingerprints of places, their character and continuity and the things that make them special. 'Distinction' is used in two ways: First, what is it that makes for distinctiveness between places? Secondly, what is it that makes places special? The aim is to identify ways that urban design strategies can promote the distinctive and special qualities of places.

The research involves four components: concepts and scales, perceptions, strategies and experimentations.

- Concepts and scales: The meaning and understanding of 'distinctiveness', the qualities and characteristics that make a place special, and the 'spatial scales' at which distinctiveness can be found and promoted, are examined.
- Perceptions: This stage focused on understanding the different approaches and perceptions to distinctiveness by planning authorities, private sector and

identifying innovative ideas to develop the aim of this study in practice. It provides an analysis of individual perceptions of the meaning of distinctiveness and its implementation based upon the results of a research questionnaire.

- Strategies: Cases where distinctiveness is an explicit part of the process of urban design guidance are analyzed.
- Experimentations: A case study of Birmingham's Irish quarter is discussed to explore how distinctiveness may be achieved through key elements at different spatial scales.

The findings from these components are discussed to examine the conceptual dilemmas about the nature of distinctiveness in urban places, and the role in Urban Design and Management and its practitioners in promoting distinctiveness in policy making at a range of spatial scales. The conclusions are then synthesized to provide a general analytical framework that can enable practitioners to identify the unique character or potentialities of a place systematically. The framework is then developed into a methodology that can be employed to appraise distinctiveness and distinction at different spatial scales locally and globally. Finally the paper reflects upon whether the world planning community is up to the challenge in practice.

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CULTURES AND RESOURCES IN NEW ORLEANS FOLLOWING HURRICANE KATRINA

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Hurricane Katrina has been called "the greatest cultural disaster in US history." Five months later, the effects of the storms are still much in evidence across the states of Mississippi and Louisiana, and the disaster continues. The reconstruction of New Orleans following Hurricanes Katrina and Rita has become a battle of competing ideologies, parties and expectations, set in a morass of chaos, poverty, incompetence and corruption. The most critical issue is the fate of the residents themselves, especially those within the "black crescent," the African American communities in the 9th Ward and adjacent neighborhoods. A stated goal of many in government is to change the racial and economic character of the city by purging the city of its poorest inhabitants. Tied to that issue is the fate of the built fabric of homes, institutions and neighborhoods. Many of these neighborhoods are designated historic districts; much of the physical record of the history of freed blacks in New

Orleans was under water for weeks, and lies in ruins today. The author is involved with a coalition of several US universities, neighborhood groups, NGOs and government agencies working in New Orleans. This coalition is undertaking both courses related to the reconstruction effort, and on-site service projects involving students, faculty, and community members. The subject matter of the courses ranges widely, from environmental planning to architecture and urban design, from disaster response to affordable housing. The service work to date has been centered on demolition assessments and gutting homes of mold-covered plaster and furnishings, but will include rehabilitation projects in upcoming months. The paper will examine both classroom and field efforts through several lenses. Primary will be their efficacy at, or the promise of, returning residents to healthy neighborhoods. Secondly, the paper will place these efforts within the context of local planning debates. Thirdly, the paper will touch on how the classes and field experiences impact the education of undergraduate and graduate planning and historic preservation students (at least at the author's host institution, located far from the region but with five classes devoted to New Orleans, and over two dozen students in the field). Finally, the paper will place the battle over populations and resources within the broader context of the fate of historic sites in areas of cultural exchange and conflict. There are, for example, startling similarities between what is happening in New Orleans and what occurred in Mostar, Bosnia-Herzegovina. There have been few comparable US examples except, perhaps, for the 1906 San Francisco Earthquake and the 1900 Galveston Hurricane. The Galveston example is not a promising one, however, as that city never fully recovered, being today only a shadow of the city it once was. The story of New Orleans will play out for years to come. But the early responses have been incredibly instructive, both for what is good and what is bad about planning and politics in America.

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TURIN TOWARDS A RENEWAL OF HIS IDENTITY: FROM "INDUSTRIAL CITY" TO "CULTURAL CITY"

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Globalization processes took along with them the growth of competitiveness between different cities and territories

The city of Turin, together with many other European cities, is passing through a complex period of transition and has to deal with strategies and projects to renew his image towards the new perspective.

Three main driving images are leading the renewal process of the city towards his future:

- European metropolis;
- Creative city;
- Quality of life.

The italian industrialization process that took place in the 60es elected Turin as the main "one company town" of the country, the most emblematic example of interdependence capitalism-territory, and the city is still considered as the Italian capital of industry and of FIAT.

With the crisis of fordist model and the consequent crisis of industrial production, the city began to move in the direction of a change of its own image, discovering again material and cultural resources inherited from the past to valorise them towards new driving images.

The poster will try to present the evolution of the city of Turin, describing how the city in the last years tried to abandon the old fordist character, moving towards a new image. The attention will be driven to the importance that a strategic and coherent urban renewal of dismissed industrial areas localized in the inner part of the town have had on the reshaping process of the city structure, allowing new important intervention in strategic areas.

A dense path made of texts and graphic materials will lead through the transformation process, taking into analysis its main features: from the General Regulator Plan of 1985 to the First Strategic Plan of the 90es, from the Transformation program for Winter Olympics 2006 to the Second Strategic plan still under construction.

It will be shown how all the documents produced to address and control the transformation of the city identity are strongly connected one to the other, as well as to the renewal process of the brownfields located inside the city: without this deep interdependence it wouldn´t have been possible to reach the aimed goals.

The vivacity of the transformation occurred in Turin in the last 10 years show us that the city deeply believes in the possibility of creating a new identity. If it is clear how the old industrial city is slowly declining, new peculiarities are still not completely evident yet and an assessment of the whole transformation process will be possible only in the future. Still, it can be said that the deep connection between renewal of post industrial areas and city´s strategies for shaping a new image more coherent with the present time represent a very interesting attempt made by the city to use his past to create a new future, a kind of continuous line that tries to ferry the city into the globalization period, trying to avoid traumatic fractures.

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THE TRANSFORMATION OF CENTRAL AREAS IN MEGA-CITIES. AN ANALYSIS OF SELF ORGANIZED PROCESSES.

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This work aims to better define the nature of the current transformations of the central districts of mega-cities, using Mexico City as case study. Central areas are fully consolidated areas with at least 50 years of existence; they also have a dominant position in the simbolic and economic hierarchy of the city-region. In brief, they are the oldest and more complex places of the urban system.

Despite formal regulations, transformations of central districts are mainly born from the expansion of economic activities (often informal) and the different ways they "share" (negotiate) urban space with housing and other activities; such pro-

cesses emerge from simultaneous decissions made by the different stake holders following their own private interests, they are spontaneous and self organized and not (institutionally) planned. Rather, they often collide against the spatial institutional arrangements of those areas.

Four aspects are discussed as the key elements that explain the nature and direction of self organized processes of spatial behaviour in the core areas:

Obsolescence of the urban fabric: as expressed by the effect of time in the value of real property resulting from the combined effects of physical decay, changes of social preferences and the spatial restructuring of the city, which define cicles of investment and return in the property market (Lifchield, 1988; Bon, 1989).

Social distinction: we look to trace those social practices that create the dispositions and regularities that act as determinants for the choices (strategies) of the stake holders, specially those that influence the selection of the formal/informal ways or "habitus" (Bourdieu, 1997).

Markets and mediators: property markets as the social devices for access to different types of space with varying degrees of obsolescence. We also look at different modalities of social control (command and tradition) in relation to social distinction (Heilbroner,1968) .

Self organization: it happens when totally unconnected individuals make similar choices and generates a spatial pattern. It is based on Schelling´s (1978)"micromotives" and the strategies to cope with the conflicts and contradictions of that particular environment

In this paper I will present the testing of these hypothesis in a neighborhood (colonia) of the central district of México City.

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THIRD PLACES AS THE CONTEMPORARY SOCIALIZATION SPACES: A CRITICAL OVERVIEW INTO EATING, LIVING AND TO COEXISTING AT URBAN SPACES.

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The present work has as objective to make a reflection on the actual situation of the socialization process. This process has been affected by the chaotic daily routine, being transferred to places away from individual´s homes and coming to modify the conviviality ways in our society.

Over the analyzes of qualitative interviews and also the reflective observation about the urban living spaces, focusing the residential condominiums, its formatting and socialization common areas, this essay intents to discuss why the social inter-

action often held in third places (such as cafés, restaurants, coffee shops and bars) than favoring the safety (not only physical, but also psychological) of their houses. Furthermore, what are the aspects and influences over that social exteriorization phenomenon.

The intense process of urbanization in the pasted years among with the rise of the living costs in the urban centers were taken as the initial element to this reflection on what those factors have made with the spaces of conviviality and socialization by being transferred to external spaces, making the living units reduced not only in their market value but in their common family interaction areas as well, which are now presented in those third places.

One of the significantly affected areas is the meal space; witch gets smaller as the routine gets more accelerated with new activities, considered even more important than to interact with the family and friends. This scenario modifies the act of eating, forcing the people to eat outside their houses for not having time to eat or to prepare foods in their residences. Other areas of social conviviality, as the living room, no longer exist and are substituted by Common Home Theaters in condominiums, as well as the kitchens of the units for Gourmet Spaces, among others. As consequence of this scene it can be perceived that people come to search for external spaces for this kind of conviviality.

This relation between eating and the life in the urban spaces shows itself as sufficiently interesting as a form to discuss that the act of eating goes beyond the fact of being somewhere and gets to the aspect of being someone and living with others, given the fact that having a socialization space inside your house means the opportunity of intimate trading of life experience. Therefore, the food sharing act outside the house can be seen as a individualist way of experience exchange, and the urban space as the facilitator universe to this relationships, where it all can happen without the necessity of dish washing, or house kipping before or latter on.

In this context appear the Third Places as spaces where familiarity, comfort and safety (both physical and psychological) can be found all at once, becoming safe environments to these social interactions; and being search for many different reasons.

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A VISUAL AND QUANTITATIVE APPROACH TO ANALYZING THE CITY-LANDSCAPE FOOTPRINT; ISRAEL AS A CASE STUDY

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This paper introduces, for the first time, an innovative approach to analyzing and categorizing the urban landscape footprint of cities. The uniqueness of this approach lies in its integration of two different design and planning methodological approaches as a typology tool. One tool, from the urban design area, visualizes the built-up area; the other represents the urban planning area on the basis of quantitative configuration measures, the location of the city in space, and the city's population characteristics. This study attempts to examine the relationship between these two approaches. It searches for a visual typology concept derived from the urban design discipline that correlates with quantitative indexes in use in the planning discipline.

The empirical examination is based on an urban land-use survey that was performed in 68 urban settlements in Israel over the course of 15 years. The urban landscape footprints were surveyed, classified, visually abstracted and defined into different typology groups. These groups were analyzed and tested as to whether the characteristic typologies were also characterized by the quantitative indexes.

The study employs several theoretical and typological approaches that survey design by visibility analysis. Based on these methods, survey patterns are developed and defined, and the architecture and urban design elements undergo a comparative evaluation. We intend to define an urban vocabulary by emphasizing and abstracting the unique characteristics of the architecture, as well as defining the methodical order of the urban space. This was done by breaking down the urban structure into small elements (pillars, walls) or according to their whole formation structures (squares, porches, and more) and then defining them by groups. Statistical methods are then employed to test the variation among the various urban form clusters obtained from the visibility analysis according to the quantitative measures of the built-up configuration and the characteristics of the city's residents. Although we relate to these theoretical and typological approaches, we apply the analysis to the urban landscape footprint.

The main research question is whether urban visual forms differ from one another in their special morphological indices, as well as in the characteristics of their population. Are population groups that belong to different socio-economic statuses attracted to specific urban landcapes that differ from one another in their visual footprint?

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CLASSIFYING THE EMERGING NEW LANDSCAPES IN THE POSTMODERN CITY.

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This paper deals with landscape transformations in the postmodern city. It attempts to portray, classify and understand the emerging new urban landscapes in terms of a) land use patterns, b) urban morphology and c) density.

The paper first, investigates the new urban landscapes generated due to the locational trends of flourishing post-industrial urban economic activities in the framework of intercity competition and new urban governance strategies. It is argued that during the last century, dominant land use patterns in cities have shifted three times – from land use mix and mono-centric structure in the pre-Modern city of the early 20th century, to land use zoning and poly-centric structure without hierarchy in the Modern urban settlements of the '50s, '60s and '70s, to a special land use mix in the Post-Modern urban redevelopments of the '80s and finally to an eclectic clustering of particular economic activities and a hierarchical poly-centric structure since the '90s. The landscape of the contemporary inner city tends to be dominated by a) clusters of high-level financial services and technology-intensive firms and knowledge-based institutions (Keeble and Wilkinson 1999), and b) clusters of cultural activities and consumption spaces (Mommaas 2004) - that both generate 'creative' urban islands and edges.

From the point of view of urban morphology, it is argued that such creative urban islands and edges constitute distinguishable 'signifying epicentres' in the inner city (Hutton 2004) that usually introduce a kind of 'glocalised' landscape (Beriatos and Gospodini 2004), i.e., a kind of landscape consisting of two contrasting extremities of urban morphology - built heritage with rather local references and innovative design of buildings and open spaces having more universal or global spatial references.

From the point of view of built density, compact and dense landscapes in the inner city are combined with new landscapes of 'diffused or dispersed urbanity' in urban fringes - what Garreau (1991) had termed 'edged cities': First, shopping and leisure centres, theme parks and the like, developed close to motorways and orbital peripheral roads and dispersedly located in fringe belts, generate a landscape of 'exurban new centralities'. Second, detached houses and small housing schemes dotted all over fringe belts create a landscape of 'exurban built episodes'.

The paper finally attempts to classify the emerging new urban landscapes on the basis of their main characteristics in terms of land-uses, morphology, density and production-processes of space.

Keywords: urban landscape, postmodern city, land use patterns, urban morphology, creative clusters, technology-intensive firms, culture and consumption spaces, dispersed city.

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DESIGN REVIEW FOR AN URBAN MEGAPROJECT: LONDON CROSSRAIL

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London Crossrail is probably the largest urban railway project in the world, with a cost estimated at up to $20 billions. Modelled on the Parisian RER, it creates a direct

main line railway from Heathrow Airport in the right west right through central London and the Docklands business district - in deep tunnels below the existging metro system - and out to the eastern suburbs with branches both north and south of the Thames. Legislation to build Crossrail is passing through the UK Parliament in 2006-7, but in the expectation of legislative approval design work for the tunnels and stations is already well advanced. 10-car trains are hoped to start running under London, at a frequency of up to 23 per hour, in the year 2017.

Crossrail is a controversial project on various grounds - the impact of tunnelling on the built environment, the disruption of construction, the huge concentration of investment in the capital and the opportunity cost for the rest of the UK. While the fundamentals are debated in Parliament, the government has set up a separate arena - a Design Review Process - to review and debate the detail of the station design and the quality of Crossrail's integration with the urban fabric.

The author serves as Chairman of Crossrail Design Review. Assisted by a three-person panel of architect Graham Morrison, engineer Alan Baxter, urbanist and transport planner David Ubaka. The Panel engages with local stakeholders and specialist groups to review both the architectural design of Crossrail's 34 stations, and - more problematically - the urban design of the public realm in which these stations will be set.

Crossrail Design Review commenced in September 2005 and will continue for some years. The conference paper offers the opportunity for:

1) a reflection on the significance of this giant infrastructure in the perspective of London planning history (for which see the author's book "London More by Fortune than Design")

2) a discussion of design review as a participatory, consensus-shaping procedure

3) observation, based on a wealth of examples, of the challenges of railway station design and the implications for urbanism of a world city's shift towards a car-free paradigm.

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SHAPING TORONTO'S STREETS: COMPETING CONCEPTS, POLICIES, AND PRACTICES

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This project was initiated by community activists that wanted to understand how the Road Classification System has such a powerful effect on how Toronto, Canada designs and manages its streets while pedestrian safety concerns are poorly addressed. With this goal in mind, this study seeks to understand the institutional and policy context that shapes street environments within the city. Of particular interest is how policy and practices privilege traffic movement over other street uses.

Background

New conceptualizations of streets were integral to planning models developed in the 1920's such the Neighborhood Unit, and Radburn, New Jersey. In the post-War period, these ideas were institutionalized by city planning and traffic departments across the United States and Canada. (Michael Southworth and Eran Ben-Joseph 1995; 1997). Among these, the Road Classification System, which places streets on a scale with "traffic movement" at one end and "property access" at the other, is central to municipal street management. In this system, arterial streets

have come to be seen as places for moving traffic across the city and not as places for local community life.

The idea that major streets are for moving traffic began to be questioned by the 1970s (Rudofsky 1969). Work by Appleyard (1981), Moudon (1987), and Jacobs (1993; 2002), has further developed ideas about streets as having multi-dimensional roles in the city, including social and symbolic ones. These ideas have also been partially integrated into practice through programs such as streetscape improvement, and traffic calming.

There are now two competing understanding of streets used within the North American city: (1) streets as movement corridors for moving traffic; and (2) streets as places for community life with social and symbolic value. This study examines how these competing visions are played out in the management and design of streets in Toronto. It seeks to understand what institutional actors use which ideas, how these are applied, and where they conflict in practice.

Methods

The study uses three principal methods. One, a steering committee was commented on research questions, approaches and findings. Members included city staff and citizen activists knowledgeable about the city and how it manages its public streets.

Second, a literature review was conducted including city reports and policies related to streets.

Third, semi-structured interviews were conducted with city staff from a variety of departments, city councillors, and members of citizen groups. Interviews were used to understand the application of policy, interactions between different divisions of the bureaucracy, and how pedestrians issues are considered in this process.

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BRANDING A CITY: THE INTERNATIONAL MARKETING OF THE CITY OF HELSINKI

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Cities all over the world are trying to sell themselves to international audiences, mainly to tourists and international investors. A tool in selling a city is place marketing. Place marketing means designing a place to satisfy the needs of its target markets. It succeeds when citizens and business are pleased with their community; and the expectations of visitors and investors are met.

The potential target markets of place marketing are in this study defined as place customers, which are producers of goods and services, corporate headquarters and regional offices, outside investment and export markets, tourism and

hospitality, and new residents. A new tool in place marketing is branding, which has been practiced in private firms for over a century. Central in the branding of a place is forming the place identity. This is the active part of the brand image building. Places can be branded like products and services.

Part of our sense of who we are comes from reflecting on what others think about us. In this research, the purpose is to describe, understand and assess the phenomenon of place marketing in city regions, using the case of the Helsinki Metropolitan Area as an empirical case example. How is Helsinki marketed for international audiences? How is the brand image of Helsinki been built? What kind of a picture of Helsinki is mediated to investors, developers and tourists? What kind of a story of Helsinki is told? Does the constructed image meet the perceptions of the target audiences?

The methods of the research are literature review and qualitative methods, mainly interviews of key persons, both designers of marketing (city managers) as well as representatives of the audiences (international firms, tourists).

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Philip Kotler, Ole B. Jensen, Stephen Ward

WHAT CAN URBAN DESIGN BE? AN ETHICAL INQUIRY INTO THE FUTURE OF DESIGNING CITIES

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The paper is driven by a fundamental question and a shift in thinking. Rather than asking, "What is urban design?", we should ask, "What can urban design be?". The first question favors an examination of the status quo, and a satisfaction with a clearly and usually narrowly defined professional realm. The second is more, problematic, and ultimately transformative, for it plunges headlong into unfamiliar territory and challenges fundamental assumptions. The proposed research pieces together, clearly articulates, and further develops my previous research, teaching, and professional work over the past 20 years.

The paper views urban design as a forum for dialogue and debate, not a formula for aesthetic solutions to critical urban challenges. In this view, urban design is a never-ending process, never fully resolved, but peppered with projects that are moments of hope in the life of a city. At its best, the field of urban design a form of inquiry animated by critical tensions and questions. Thus, in the design of cities, the creative process is the creation of process itself.

The transformation of the urban design must be driven by a moral, rather than financial or ego-centered, imperative. The moral question is: What difference does urban design make? What is the purpose of urban design? In what ways can urban design transform our cities to become environments that facilitate individual and collective blossoming? The answers are many and challenging, but the questioning must be pursued. The sources of inspiration are similarly varied. I intend to catalogue case studies of design professionals with non-traditional practices such as Architecture Without Borders and Architecture For Humanity, urban designers whose practices focus on community projects such as Michael Pyatok, and projects that have contributed to long-term processes of social equity and community development (e.g. a museum complex in Paris, a park in Cairo, and a low-income housing project in Indore, India).

A moral urban design ferociously stakes out the realm of advocacy in the face of overwhelming, relentless and ubiquitous urban development driven largely by motives of profit and expediency. The paper presents a conceptual framework for this approach (e.g. designing catalytic products and processes), proposes pedagogi-

cal techniques for training future urban designers (e.g. experimental design studios without predetermined end products), and analyzes case studies of urban designers and projects to help point the way to the future (e.g. a university campus project which promotes advocacy for discriminated minorities).

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"OFFERING" THE TERRITORY. HOW DO THE POLITICS IMPROVE THE IMAGE OF THE CITY BY MEANS OF THE "PROJECT" IN A MARKETING APPROACH. THE CASE OF THE GREAT URBAN PROJECT OF TURIN

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"Offering" the Territory. How do the Politics improve the image of the city by means of the "Project" in a marketing approach. The Case of the Great Urban Project of Turin The project strategies guiding planning process since the end of 1980's, aim mainly two targets: - increasing the performances of a territory in order to augment its competitiveness - encouraging social and environmental solidarity action for improving citizens' quality of life In both cases, the image of the territory is considered as a means to encourage the social, economic and urban development. In other words, the "project" as a design represents the "valeur ajoutée" (value-added) of a territory which wishes to become attractive for all (new inhabitants, enterprises, tourists, visitors etc.). In this sens it indicates the strength of a place by means of different scenarios which show various ways of land use. So the territory becomes a product to offer in a large market. The quarters of the city are conceived like "shop windows" in order to attract people inside. Like a shop, they "offer" many kinds of consumer goods (leisures, cultural activities, restaurants, different services and functions) which we can buy or not. The social dynamic of a quarter is so important than the economic one in order to maintain the multifunctional dimension (production and consumtpion). So, offering a territory ask to use the urban design politics at two levels and scales which must be joined together: the large scale of the general strategy and the local scale of the city and its quartes.This paper tries to explains these new challenges of the urban politics. The case of the Great Urban Project of Turin, called "Spina Centrale", is emblematic of this kind of problematics. This project is based on an image and a "slogan" which have been a condition of its success. Key words: urban project, design, consumption, attractiveness, city marketing, offer of territory, urban politics, planning process

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CULTURAL VITALITY IN DIVERSE COMMUNITIES: MEASUREMENT AND IMPLICATIONS FOR PLANNING

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Urban communities across the country are increasingly concerned with cultural vitality—exploring and adopting culture-based approaches to urban revitalization and community development. Whether as a downtown economic development strategy or as a key characteristic for improving and indicating quality of life, arts and culture have surfaced in the U.S. and in other countries in recent years as an explicit interest of urban developers, planners, policymakers, and researchers. However, despite the proliferation of these initiatives, arts and culture and the concept of cultural vitality typically have been inadequately understood, inadequately documented, and absent from many indicator systems intended to monitor quality of life. Drawing from two research projects employing both quantitative and qualitative research methods to examine cultural vitality in communities, this paper addresses the following questions. Just what is cultural vitality? Why does it matter? How can we measure it in different types of communities? How can a better grasp of cultural vitality influence urban planning and public policy in diverse communities? The paper presents findings primarily from the Arts and Culture Indicators Project (ACIP), a national, ongoing, multi-year research project based at the Urban Institute. The project takes an expansive view of arts and culture in communities and has involved several years of ethnographic research focused on cultural practices in cities throughout the U.S. as well as analysis of national data (e.g., County Business Patterns, National Center for Charitable Statistics data) pertaining to various aspects of cultural vitality in the top 100 U.S. metropolitan areas. Through partnerships with indicator initiatives in a number of U.S. cities, ACIP also has integrated the topic of arts and culture and relevant data/measures into indicator initiatives and policy discussions. This paper also draws from the Cultural Dimensions of Transnational Communities Project, a collaboration of the Urban Institute and the University of California, Los Angeles. This project is developing the research methods for more accurately monitoring cultural vitality and quality of life in transnational communities (communities with a presence in the U.S. and other national contexts), which are becoming more and more prevalent in many U.S. cities. The project has focused primarily on communities in Southern California with strong ties to Mexico. Both ACIP and the Cultural Dimensions of Transnational Communities Project seek to provide planners and policymakers with more adequate information, which can influence programs and strategies intended to improve communities, particularly moderate and low-income communities.

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DESIGNING THE AGGLOMERATION AS AN URBAN CULTURAL LANDSCAPE? A STUDY OF LANDSCAPE ARCHITECTURE PROJECTS IN THE AGGLOMERATION OF ZURICH, SWITZERLAND

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The design concepts of landscape architectural projects for agglomerations are investigated as to how much they take up the matter of cultural heritage and current urban developments while aiming to contribute to the overall design of the region.

Contemporary urban agglomerations can be understood as a new urban cultural heritage. Like a palimpsest, they form a heterogeneous composition of traditional and recent structures and areas. Viewing these components as interconnected, the study investigates agglomeration areas as cultural landscape. It considers not only the physical surroundings and open spaces but also the cultural perceptual concepts that generate landscape in the mind.

The study discusses the question of the design of agglomeration areas from the point of view of landscape architecture. What existing design conceptions create added value in terms of the space as a whole by joining the different components together?

The agglomeration of Zurich serves as a case study with the focus on the Glatt River Valley with Zurich-Kloten Airport. The investigations are based on graphic and textual documentation of the historical development, designs and planning, on aerial photographs and maps, as well as on fieldwork with panoramic and video images.

The study discusses the following topics:

1. A phenomenological and morphological study demonstrates that the agglomeration can be defined as a particular kind of cultural landscape. Its composition typically includes individual, separate landscape spaces, such as nature reserves, motorways, parks, and derelict land. Its development is characterised by architectural measures in central locations and on the edges, and by re-naturing in neglected areas. The landscape architecture projects are limited to small individual projects in the context of construction measures or to large-scale planning projects which concern farmland or forestland and do not make much of a design statement.
2. A hermeneutical study demonstrates that landscape architecture projects are interpreting the agglomeration as a cultural landscape and providing a comprehensive view of separate elements. This happens in very different ways, for instance as picturesque landscape, compensatory landscape, or as wilderness landscape.
3. A critical discussion of landscape architecture projects makes evident that, while the overall design of the agglomeration as a cultural landscape is lacking as yet, there are beginnings. Developing between preserved heritage and new architectural projects, new designs reinterpret the context and create added value through new relationships.

For the professional discipline of landscape architecture, to understand the agglomeration as cultural heritage means to expand the range of professional tasks. Viewing on the agglomeration as a cultural landscape opens up new approaches to overall spatial design solutions.

Paper drawn from an ongoing dissertation

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LIVING IN COMPLEX SPACE: HERITAGE AND THE PRODUCTION OF CULTURAL QUARTERS

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Cities throughout the world are turning to heritage and culture as drivers of urban regeneration. Current urban policy in the UK and EU has a strong element of culturally led regeneration. These types of policy interventions are often underpinned by a reliance on an embrace of diversity and cosmopolitanism. Cultural advocates put faith in the power of cultural city regeneration but critics warn that it offers false hope. Much of the struggle to demonstrate success is operationalised through complex representations of space, often not acknowledged by planners, policy makers and the advocates of cultural regeneration.

Drawing on theoretical insights of Lefebvre and Lowenthal, amongst others, the paper focuses on ongoing research examining how Manchester – the world´s first industrial city - in the north west of England is managing the process of re-imagining itself. Manchester is a multi-ethnic city with rich historical legacies. Manchester is seen as the can do entrepreneurial city, a space of; chic city centre living, property investment opportunities and cultural industries. The city boasts of about ten cultural quarters. Counter representations see the city as dangerous, susceptible to gun and drug crime and blighted by multiple urban deprivation.

The empirical research focuses on Castlefield the site of; Roman Manchester, industrial heritage and commodified leisure spaces. The paper argues (following Lowenthal) that heritage is used as a tool to re-imagine and construct new public spaces in the city drawing on a selective reading of the city´s history. The paper asks how and by whom are the city´s cultural quarters represented and contested and with what consequences for planning and the future? A mixed research methodology approach is applied using qualitative methods; participant observation, interviews, focus groups and archives, to explore the representations of space and spaces of representation of the city´s cultural quarters.

Lefebvre´s theoretical insights can contribute to the continuing debates and practice of city regeneration through the emphasis they place on the idea that urban space is produced by society and is always contested and layered with complexity. It is believed that the empirical research will reveal the meanings that ordinary people give to their lived public spaces. Can planning help in the production of differential space rather than homogenous cityscapes and banal order? City planners need to be aware that they work with partial representations of the city and that these representations may run counter to those of many city dwellers.

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ACCIDENTAL STRATEGIES FOR URBAN CONSERVATION IN GEORGE TOWN, PENANG

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George Town, Penang was established in 1786 by the British and as such has more than 200 years of urban history. Apart from colonial buildings, George Town has more than 5000 units of traditional shophouses with heritage value which are mainly low-rise 2- or 3-storey buildings where the residents used to work downstairs, typically in their family business, and live upstairs. But efforts to conserve the rich urban heritage in George Town was only initiated in the early 1980s and the first formal public policy to protect heritage buildings was published only in 1985. Penang has submitted a joint application with Melaka to be listed under the UNESCO World Heritage City List (in 2005). UNESCO has deferred final decision on the listing until, amongst others, the adoption of specific laws to protect these buildings. This law was only recently presented in Parliament.

The main question we want to address in this paper is "what public policy instruments have so far been the most effective in protecting the urban heritage of George Town?". In particular, we will examine the central role played by the Rent Control Act 1966 in preventing the wholesale destruction of the shophouses. In retrospect, how much did the Act contribute to the protection of George Town's shophouses? Was it the major driver or did it play only a supplementary role? Was city planning a more important, but unacknowledged and unintended, protector of the city's urban heritage?

Transaction records with the government showed that between 1962 and the early 1990s, there were almost no buying and selling activities in Georgetown. Most property transactions occurred outside the city in the emerging suburbs to the south, south west and west of the city. Was this the result of the government's policy to push development to the suburbs as outlined in various master plans, strategic plan and zoning plans? Official government policy to protect the urban heritage of George Town was not adopted until the late 1980s - were rent control and city planning accidental strategies in the urban conservation of George Town?

The case study approach is adopted for this research. Key elements of legislation, i.e. rent control, planning policies and reports that have impact on conservation whether directly or indirectly are examined and identified. Transaction data for properties in Georgetown, totaling over 39,000 records and spanning 43 years will

enable market activity and price trends to be tracked. Data from the local planning authority will identify development pressures and trends. Ultimately, this paper will discover "why are the shophouses still standing" despite the tremendous growth of Penang Island during the 1980s and 1990s.

This paper reports part of a larger effort funded by a research grant from NAPREC (Real Estate Research and Development Grant Scheme) Malaysia.

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HERITAGE AND URBAN CULTURE IN IN RIO DE JANEIRO HISTORICAL CENTER: A PILOT PROJECT FOR BRAZILIAN HERITAGE AND INCLUSIVE REGENERATION

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Between 1960 and 1980, the housing polices developed in Rio de Janeiro gave priority to remove the working class dwellers from the slums near the rich areas of the city, moving them to new designed districts far away from the central area.(SANTOS,1988) Those newly built quarters had no urban structure, no transportation system, no schools, no hospitals, which existed near the centre of the city, where the land became very expensive, as the result of the restrictive urban laws that prohibited the residential use in the historical center, permitting only commercial, and administrative uses. The remaining inhabitants still maintaining their cultural habits usually loose their identities after the removal, as they cannot afford new prices for the land. This research aims to resume the methodology of a pilot project to rehabilitate a complex of proletarian dwellings in the historical center of Rio de Janeiro, based on Henry Levebvre (1970) concepts. This complex shall be a model to other identical heritage where a technical, economical and social project should be implemented. The basic issues considered in this project were: (i) the rehabilitation of the heritage in central areas; (ii) the guarantees of sustainability of rehabilitation through collective management and participation of community in all the phases of the project; (iii) the maintenance of dwellers in the houses; (iv) the enhance of the identity of the whole area. The basic methodology to develop the area without the expulsion of the dwellers implicates the participation of these dwellers in the elaboration of all the projects concerning the buildings, including the identification of problems, the proposals of use, the negotiation of solutions and the definition of priorities. It is a relevant way of involving scholarship students of architecture, urban design and urban sociology in an unusual project. The architectural program must contribute to the necessities of maintaining the complex after the works of rehabilitation, and it will include a popular restaurant explored by the community. We hope that at the end of works we will obtain a true model to be applied to the rehabilitation of all the proletarian dwellings which constitute a heritage of the city historical center .

The process by which the conclusion was reached is that it is possible to accelerate physical and inclusive regeneration in the historical center of many Brazilian cities, avoiding the degradation process through the maintenance of old buildings which are still occupied by a low class population, instead of expelling them to the peripherical, non-structured areas, or to the preservation sites where slums are constantly increasing (LIMA,2004). The significance of the work to the progress of regeneration is not only to implement the rehabilitation of old buildings and to improve the lower classes quality of life, but also to allow the construction industry to find a new activity in the historical centers: the inclusive regeneration.

h) Key Words: inclusive regeneration, historical centers, rehabilitation of proletarian dwellings.

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THE RISE OF CULTURE AND DIVERSITY IN URBAN POLICY AND PLANNING: A CASE STUDY OF CULTURAL PLANNING IN THE WEST MIDLANDS CONURBATION

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Cities and regions are becoming increasingly diverse and multicultural and planning systems need to respond to the reality of differences . Many multi-cultural places owe their current ethnic diversity to the waves of immigration by people from ex-colonial countries who were encouraged to move to the colonial "motherland" to fill labour market shortages. However many multi-ethnic formerly prosperous industrial powerhouses are now suffering from the shocks created by de-industrialization Many of these "post-industrial" cities have responded to their misfortunes by turning to culture, heritage and tourism to revitalise themselves. The rise of new types of cities, based on leisure and tourism, has been examined by various scholars . Indeed the whole notion of regeneration through culture and tourism is highly contested with special editions of key journals dedicated to its critique. Along with the rise of culture as a policy tool it has been argued that there has been a move towards "cultural planning" . However there have been surprisingly few empirical studies of how cultural planning is evolving in practice. This paper sets out to examine how cultural diversity and heritage are treated within the process of cultural planning in post-industrial towns and cities. It also tests the embeddedness of cultural planning in wider urban policy and planning by examining the extent to which this emergent type of planning engages with the established land use planning system. This paper will present a case study of a classic post-industrial region, the West Midlands conurbation in the UK. The conurbation is rich in industrial heritage and is one of the most culturally diverse areas in the UK. The study took a qualitative approach and involved the content analysis of land-use planning documents, local cultural strategies and local community strategies. A five dimensional analytical tool based on the examination of: cultural provision; cultural participation; cultural production; cultural promotion; and cultural distinctiveness was developed to compare and contrast elements within the plans of the two cities and four towns that make up the study area. The conclusion of the research is that local planners are adopting integrated cultural planning. It also illustrates how cultural heritage and cultural diversity are used as key assets to achieve environmental, social, economic and place-marketing goals. However the study shows that even within coterminous local authorities there are differences in approach and emphasis in cultural planning. The

paper concludes by asserting that cultural difference is celebrated and challenges the notion that economic rationales, cultural commodification and place-marketing are crowding out traditional welfarist leisure and cultural policy goals.

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THE ROLE OF URBAN DESIGN IN DOWNTOWN REVITALIZATION: THE CENTRO VIVO INITIATIVE

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The suburbanization process that occurred in most US cities in the second half of the 20th century has become a model of development and is now being implemented in several large Latin American cities. The abandonment of city centers, most of them built environments of considerable historic value and richness, is a consequence of this suburbanization process. Most Latin American cities have always had a vibrant city core, with the more affluent families living in or as close as possible to downtown and most poor families, including squatters and low-income housing dwellers, living in the periphery of urban and metropolitan areas. The quality of housing stock, infrastructure, public services and higher family incomes have always been equated with proximity to the city center. Today, with families moving to gated communities in the outskirts of major urban centers, local governments are promoting initiatives to maintain these centers alive. Such is the Centro Vivo initiative in Curitiba, Brazil.

This research intends to analyze the various ways in which cities in developing countries can use urban design to support revitalization initiatives in old downtowns. By looking at the aesthetic qualities of the built environment, and recent changes in quality of the housing stock, infrastructure and public services, this research will take into consideration the push and pull factors that have contributed to the outmigration towards the periphery of Curitiba. The perception is that this movement started for security reasons, that urban cores had become attractive to criminals preying on the affluent who lived there. The question remains: if local governments had addressed the security problems, would the quality of the built environment still be attractive to people? What types of historic preservation and revitalization projects could have taken place to prevent people from leaving? In addition to crime prevention and economic revitalization initiatives, what needs to be done to improve the physical quality of these urban centers to not only retain residents but also to attract former residents back?

The case study addressing these questions will be the city of Curitiba, Brazil. Up until the 1980 Census this capital city had higher incomes, better housing stock and higher densities in its central-most neighborhood. In the past 15 or 20 years, this panorama has slowly changed, even while most low-income people still live in the periphery of the metropolitan area.

This research aims to address an important issue for most Latin American countries following on the footsteps of "American-style" development. Expected

results include urban design strategies to be adopted by cities experiencing a core-to-periphery movement in order to avoid the decline of the city center, particularly those with high cultural and historic values.

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PUBLIC SPACE QUALITY IN TIMES OF DEMOGRAFIC AND ECONOMIC CHANGE: THE MUNICIPAL COMPETITION „CITY MAKES PLACE 2005"

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Background

For generations of planners it was evident that their profession had to deal with growing cities and the management of their development. Now this seems to be history to many towns and regions in Europe.

Althogh in a global focus cities and regions are still growing we can observe two sides in the perspective of town development: Beside growing agglomarations we encounter „shrinking" cities and regions. The development has a direct effect on planning concepts and in particular public spaces of cities. Especially public spaces are a focus in the current debate about spatial and social strategies in shrinking cities to keep alive a functioning town.The focus of the WPSC paper is to question three main issues about public space. To class the topic the lecture will at first aproach the issue of „Shrinking development", which is changing everyday life of planning professions. It confronts experts and municipalities with new questions.**Public space and one strategy for intervention**

One key component to a good working urban coherence is the quality and the acceptance of public space. Although the general framework of cities changes, there is alwas a need for investments in public space. But the initial position today for many German cities which suffer economic and demografic changes is defined by obstacles for the development: the absence of public capital, the heritage of planning and design mistakes from the last 30 years and disaffected citizens who do not longer make use of public space because of the dissatisfying spatial quality.

Therefore the German state of Nordrhein-Westfalen has initiated a competition process „City makes Place 2005" betwees municipalities to help towns starting a discussion and qualify public spaces to regenerate urban qualities. The method was a competition for financial aid. In 2005 more than 50 comunities have participated in the competition, 6 were awarded an can count with governmental aid to realize their project. The local processes generated various civil participations and civil society dialogues as well as good urban design results.**Main issues**

The paper will lead towards the questions of the importance of public space, future working focuses for planners and perspectives in a competive behavior of towns.

Presenting the statewide competition process and its results, three basic issues and major stategies for a promising public space concept will be questioned:

- what kind of key investments do we have to make to keep up urban life?
- Can we manage the urban design process better in dialogue with the citizens? how can we consider specific local needs of residents and adjacent owners and at the same time realize professional planning concepts?
- is it posible to implement strategies stimulating an enduring activation of the chosen place from the beginning on?

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THE SMOKING BAN IN IRELAND:ITS IMPACT ON URBAN DESIGN IN A NEW ENVIRONMENT OF OUTDOOR TOBACCO CONSUMPTION

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Ireland has introduced a ban on the smoking of tobacco in all indoor public spaces including pubs and restaurants.

Similar bans have been introduced elsewhere and many European countries are contemplating their full or partial introduction. The effects of such bans on quality of life in cities and towns have both positive and negative dimensions. They have a distinct effect on the use of space.

The ban has been in force in Ireland for over two years now. While its social and economic effects have been subject to much discussion, so too has its spatial effect, in particular that surrounding pubs.

Here the ban has created among smokers a new step-outside society, which must by law be outdoors, suddenly adding a completely new social dimension to the use of street space.

A new pavement consumption domain has emerged, of external space associated with the very internal tradition of the pub. This includes the creation of new half- way environments, which attempt to be part of the outdoor street while also retaining the customers critical association with the adjacent interior.

The spatial interaction between the activity of the street and this new semi private territory is relatively new for Ireland as a North European country. Its context is quite different to that of the long established pavement restaurant culture of southern Europe, for a number of interesting reasons.

The suggestion of territory, or at times the deliberate absence of territory, summons delicate spatial principles. Sense of enclosure or spatial definition is sometimes uneasy in its association with the activity of the street. Pavement space has been reorganised in many ways, with a conspicuous absence of permanence, under a collection of unsettled street furniture. The design approach to this new environment has not yet been resolved.

Planning authorities are confronted with a new field of development management, on a whole series of levels. The principles governing the use of public

pavement space and the new domain of semi-private street space require a new ethic. The associated legislation has also led to many complex re-interpretations of the difference between interior and exterior space.

This paper uses some primary research recently carried out at UCD towards the identification of emerging patterns of spatial management in the reactive environment induced by the ban. It considers in particular the principles at issue and the likely direction of social change in the consequent use of public space.

Because the Irish ban is a relatively pioneering one, and the circumstances will clearly be applicable to a range of emerging circumstances elsewhere, the findings of this research and the reflective role of the paper have perhaps a particularly timely relevance.

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THE ROLE OF CULTURAL HERITAGE IN POST-DISASTER DEVELOPMENT PLANNING

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Cultural heritage contributes significantly to define the sense of shared history and identities a place embodies, moreover, it can play a central role in human development. Thus, its destruction and insensitive transformation aggravate other environmental, social, economical and political burdens of disasters and underdevelopment. Nevertheless, policy makers and practitioners have had a long-term tendency to ignore or incorporate unilaterally cultural issues in general- and cultural heritage in particular- even when dealing with a cross-cutting, distressing and world rising problem as a disaster. Looking through the lens of disasters is particularly revealing because they set up extreme situations, when policy priorities are particularly evident, as has been recently exposed through the reconstruction processes unleashed by the 2004 Asian Tsunami and the 2005 Gulf Coast Hurricanes, among other disasters. As a consequence of the mentioned above tendencies, the cultural assets to which communities are entitled diminish and a limited understanding of development is sustained.

The research question underlying this abstract is: what role can cultural heritage play in post-disaster development planning. In order to answer it, during Spring 2005, semi-structured interviews were conducted to seven academics and practitioners in the fields of Cultural Heritage Preservation, Urban Development Planning, Disaster Preparedness and Mitigation. Their selection was made through purposive and snow-balling sampling, and the most relevant findings are organised as follows:

1. Contentious priority given to cultural heritage in post-disaster development planning.
2. Multiple and conflictive definitions of cultural heritage.
3. Under-studied significance of cultural heritage.
4. Strategies that help to incorporate cultural heritage post-disaster development planning.

The main conclusion of the research is that the incorporation of cultural heritage in post-disaster development planning, despite all the conflicts it might unveil, is a much needed task that diversely could improve standards of living and life prospects in times when it is most needed.

Drawn from a pilot project to be used for my dissertation (to start in 2007)
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GLOBALIZING URBAN CULTURES: THE ROLE OF HERITAGE IN SHAPING THE FUTURE IDENTITY OF THE AFRICAN CITY

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The commodification of culture and heritage to form part of a reinvented city image has been a widely adopted element of local marketing strategies in the West over the last decade that aim to enhance the city's reputation and attract investment. This paper investigates the emergence of these strategies in an entirely different context, that of the African city and examines the challenges they present for local diversity and the homogenization of urban cultural landscapes. The paper employs a case study approach that focuses on the example of Porto Novo, the historical capital city of Benin discussing recent attempts to reshape its identity and improve its status in the rapidly urbanizing West African coastal region.

The urban fabric of Porto Novo comprises of multiple layers of history and is animated by a distinct and vibrant urban culture. The city is also the official capital of the country, a title of rather symbolic significance though, given that most government functions have long been relocated to nearby Cotonou, the biggest city and economic capital. The aspiration to reinvent the identity of the city has been actively promoted by the recently directly elected local administration, which has set as its top priority the goal of turning Porto Novo into a veritable capital. Heritage is seen as a key element in this effort that is played out in multiple levels, as a way to raise local political leverage, a bargaining tool in negotiating with national government for the transfer of administrative functions and a way to achieve international recognition envisioned through the inscription in UNESCO's list of World Heritage Cities.

This paper examines how this emerging role of heritage as a local marketing strategy is affecting the decision making processes and directions of urban policy regarding the future development of the city and the well being of urban citizens. The argument concludes in pointing out the need to place the concern for the treatment of heritage within an integrated approach for the entire metropolitan area, so as to overcome the adversary effects of competition and address the complex environmental and economic concerns that emerge under present conditions of rapid urbanization.

The research for this paper is drawn from field work undertaken by co-authors in the context of an international urban planning workshop organized in Porto-Novo, Benin in November 2005.

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5+1 STRATEGIES FOR URBAN EDGES

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The paper deals with the theme of urban edges in the European countries, with a special concern of Italy, through the consideration and a re-thinking of 6 strategies already adopted in different countries and in different period of history. The paper starts with a historical description of the passage from the concept of border –precise, clear, firm, morphologically defined and substantially coincident with city walls–; to the notion of edge –undefined, ambiguous, open, porous, imprecise, hard to identify. The process of physical transformation, from cities included in walls to cities surrounded by shapeless edges, from the abatement of walls that left space to other urban functions and infrastructures to the growth of cities into a dispersed and fragile sprawltown, takes decades. The long process was also conceptual. Walls divided the (inner) city from the (outer) country: the «19° century start to shuffle the traditional delimitation. Before that time the city was a world per se. The fall of limit put the city dramatically in front of its diversity» (Zucconi, 2001). The difference between city and country – also in the literature– resisted for years meanwhile the advent of growth –occurred differently, for time and local characters, within Europe– takes place heedless of the land and of the effects produced. The efforts to understand the phenomenon brought authors to nominate the new forms of settlements. As Nan Ellin (1996) pointed out, Melvin Webber called this new city-shape a "non-place urban realm", Lewis Mumford the "anti-city", Kenneth Jackson "centerless city". Others proposed "collage city" (Rowe and Koetter), the megaburb, the tecnoburb, the new city (Fishman), cyburbia (Sorkin, Dewey), exopolis (Soja). In the last decades urban edges were invested, in European as in North-American literature, in a process of reflection which was general and speculative. Some efforts, also, were recently made to exemplify the way to deal with specific cases of urban edges (Regional Plan Association, Lincoln Institute of Land Policy, 2003; Metrogramma, Stefan Tischler, Helene Hoelzl, 2001). Finally, various are designs´ and projects´ implementation at local level both in Europe and in North-America. The 6 strategies, proposed in the paper, take inspiration from literature, guide-lines, reports and realizations. The 6 strategies, which offer inspirations and define a general framework to be study in depth at a local level, are here condensed in the following slogan: 1) cross the edge and connect centers and points; 2) give role to anonymous fringes; 3) use density and fill spaces; 4) apply design; 5) connect open

spaces and characterize green-belts; 6) wait for other time and opportunities for transformation. Strategies are listed with a non-ordinal rationality. It means that strategy 1 is not superior or that precede the strategy 4 or 5. The logic which drives strategies is that they can be jointly utilized, or better, they could be combined to reach the better result.

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PARTICIPATORY APPROACH TOWARD THE SUSTAINABLE DEVELOPMENT OF THE ANCIENT QUARTER OF HANOI

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Today, in the center of Hanoi historical city, there still exists a district which is known as the Ancient Quarter - one of the oldest developed parts of the city and is still considered as the most valuable urban heritage site. Besides the role as a historical district, it is the most thriving commercial and business district of the city where various types of commodities and services - (both whole sale and retails). Today it has become a tourist attraction of Hanoi thanks to it´s tangible and intangible attractiveness.

Critical issues of the Ancient Quarter of Hanoi

The Ancient Quarter of Hanoi is now facing many critical problems and contradiction. Its problems can be identified as imbalance socio-economic development, poor living environment, and lost of many tangible and intangible values. Contradiction can be addressed as poor and degraded physical environment vs. vital social environment, poor infrastructure versus thriving economic activities, poor living environment vs. wealthy material conditions of local residents, over-crowded population vs. limited spaces, tourism development vs. preservation of the district (but if doing in a right way, tourism and preservation can be mutually supportive).

In order to preserve values of this district (cultural values, historical values, economic values) a long term sustainable development of the district must be achieved in three aspects socio-economic, cultural and physical at the same tim, and the above conflicts need to be reconciled.

The pilot project for Sustainable development of the Ancient Quarter

A pilot project has been carrying out by a group of Japanese experts and local consultants under the Comprehensive Urban development program in Hanoi Capital city, authorized by the Hanoi People´s committee and JICA (Japanese International Cooperation Agency).

The underlying viewpoint of this project is that any development strategies and actions toward the sustainability of this area will be successful implemented only if they are well shared and agreed upon by various related stakeholders, including the government, local residents, investors, businesses, craft association, tourists, academia. And their commitment will be the key to realize a shared future vision of this area.

Participatory approach

The group of international experts has been working in closed communication with related parties, especially the Ancient Quarter Management Board, local residents and others stakeholders. The communication is organized in various

forms: field surveys, questionnaire surveys, in-depth interview survey, photo voices, stakeholder meeting (4 times), small group discussion (5, 6 times). During the project, we shared:

- Overall understanding of the AQ in which critical problems, its values in the past, existing values and values need to be created in futures are identified
- Future vision of the AQ, strategies and actions to realize it
- A several development scenarios and physical redevelopment concepts for a typical urban block in the AQ

The most preferable redevelopment scheme is selected by the stakeholders as solution to move forward.

This is the first time a participatory approach is applied for the Ancient quarter of Hanoi even though there have been a dozen of researches and projects about this district. It is believed that this would be a really new and workable planning methodology for the AQ in particular, and for such as developing country like Vietnam

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Will be provided later...

THE ISTHMUS OF OLINDA-RECIFE, BRAZIL: INTERPRETING A CULTURAL LANDSCAPE FOR THE URBAN PLANNING

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Nowadays, there is growing interest in knowledge about cultural heritage as an act of constantly remembering the experiences of earlier times but governmental institutions have simply kept up the action of classifying and safe-guarding this heritage. The gap in historical identification is problematic since it is history which can reveal the culture of a place, so establishing a relationship that gives it identity and values which can show the meanings expressed down through the centuries. These are new understandings which represent the tools needed for recounting a historical narrative which may succeed in reaching a target public, and in reconstructing the forgotten history of sites and the collective memory of legends and folk tales.

However, the conceptual frameworks for interpretative planning and integrated conservation have been drawn up to respond to demands relating to distinct disciplinary fields. Therefore they do not lay down the interfaces needed for dealing with the current complexity of safeguarding historical sites.

Among the existing methodologies which converge on this problematic area, that of interpretative planning by Goodey and Murta (1995 and 2002) is the main

reference. It allows for identifying cultural heritage but not the association of giving certain values based on criteria, according to Riegl (1999). We discuss these conceptual and doctrinal challenges by taking the Isthmus of Olinda as an empirical reference since it possesses a significant history, and is the object of federal conservation orders and international recognition. To do so, cartographical sources and prints about the narratives of memorialists and historians have been used.

The Isthmus which united the cities of Olinda and Recife was a small sandbar which went from Brum´s Fort (Forte do Brum), Recife, to the beach of Miracles (praia dos Milagres), Olinda. At high tide, it separated the two cities, by transforming Recife into an Island. The sand of the Isthmus, besides being a temporary wharf for small craft, was also a sandy causeway which, at low tide, travellers crossed on foot. In addition to being a causeway, the Isthmus was a strong point for defence of the two cities, near which was a ring of fortifications and small gun emplacements to protect them, from the Portuguese occupation in the early 16th century and continued after the Dutch invasion in 1630.

The rebuilding of the Port of Recife which broke up the Isthmus in the early 20th century, besides destroying the strip of land which united the two cities, also erased the "sense of the place" present in the history, memory, and identity of Olinda and Recife. Therefore, reconstructing this "sense" or senses is another challenge for the interpretation and conserving cultural heritage.

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URBAN EFFECTS OF THE PRIVATIZATION OF CULTURAL HERITAGE AND CULTURAL ACTIVITIES IN ITALY. TWO ADVANCED CASES

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Recently, many authors had focused on urban regeneration fostered by cultural policies (among others: Landry, 2000; Evans, 2001). In Italy, Culture has traditionally been a fully subsidized sector, but in the last decade the Government has been retrenching. This paper questions if the privatization of culture is having effects on the dynamics of regeneration in Italian cities.

In the Italian cultural sector, privatization has been oriented to sell part of the public real estate, to change the public management (e.g. of theaters, museums) into nonprofit foundations, to involve private, local institutions and organizations in renewal projects. Because of strong political attacks, this process had a difficult start, but in some cases the privatization succeeded, by involving urban projects for its legitimation (Ponzini, forthcoming). Two of the most advanced cases (Milan and Florence) showed interesting urban dynamics.

In 1996, the Italian Government privatized the management of the public Lyrical Theaters, among which La Scala in Milan. A wealthy private real estate Group took part in the La Scala Foundation. In order not to stop production while the

historical seat of La Scala would be closed for renovation, the Foundation, the City Council and the private Group built the new Arcimboldi Theater in a regenerating area, owned by the private Group. For three years the artistic performances were held in the Arcimboldi Theater and the localization of the new Theater induced an appreciation of the real estate property, but, after the reopening of the historical seat, the management underwent a crisis that pushed La Scala to leave the Arcimboldi. The future of this Theater (owned by the City) is now uncertain.

In 1998, the Italian Minister of Cultural Heritage and the Mayor of Florence began the project for the renewal of the Uffizi Gallery, with the aim of enlarging the exhibition and opening a new exit at the back of the building, in Piazza Castellani. Right in front of this new exit, the private investor, who sponsored the project, and the City Council planned the conversion of a disused cinema into a shopping center, called "Uffizi Center". This operation induced limited effects: the new exit of the Gallery is opened, and the Uffizi Center and Piazza Castellani are now renewed and appreciated.

In these cases, privatization makes the cultural institutions more capable of taking part in and fostering urban regeneration projects. The opportunity of significant mid-term real estate appreciation is the key factor that attracted private investors in cultural management and projects, but, in the long term, the urban regeneration effects are not univocal and can not be taken for granted (Palermo, 2006). The role of public actors in harnessing private initiatives still seems to be crucial at the local level.

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Drawn from an almost completed PhD dissertation (Strategic Interpretation of the Privatization Process of Heritage and Cultural Activities in Italy)
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"MICROMOTIVES AND MACROBEHAVIOUR" OF CULTURAL LANDSCAPE TRANSFORMATIONS.

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This paper examines the ways returning Mexican migrants transform the cultural landscape of their small towns in a contested process of place-identity construction. I suggest that transformations of the cultural landscape in Mexican small towns are driven by the importation of built-form patterns which are perceived as expressions of personal economic improvement. A questionnaire is applied in a Mexican small town, including questions for a visual preference survey to determine the the way cultural landscape transformations are perceived and what are the place-identity dimensions of the town. The results suggest that, although, the traditional styles are still valued by the residents, the adoption of new built-form patterns is expression of personal achievement and place-attachment. Since, the meanings that people associate to their places are in constant change, the place-identity process is enriched through the different aspirations, taste and point of view of key actors involved.

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Relation between the proposal and the doctoral dissertation: This paper is drawn from an almost completed dissertation

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SHARING SPACE: URBAN DESIGN AND THE CREATION OF MIXED INCOME COMMUNITIES

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In Britain there has been increasing concern about concentrations of poverty and its 'neighbourhood effects'. Such concentrations of deprivation place excessive pressure on public services and are associated with higher levels of crime and disorder and a reduction in private sector activity. Policy initiatives to counteract these effects have included a drive to create 'mixed income communities' and are now an essential plank in the British approach to planning and regeneration.

The production of such communities raises a number of questions ranging from issues about definition, typology, aims and objectives to the manner in which such aims and objectives might be successfully achieved. This paper addresses the last of these and in particular, takes as its primary focus the urban design features that have proved critical to the creation of successful mixed communities in a British context.

The paper will draw on a number of research studies on mixed income communities that have been commissioned by the Joseph Rowntree Foundation (forthcoming in 2006), for its theoretical background. It will make use of empirical material gathered by the author and others as part of a further study to produce good practice guidance for the development of mixed income communities. This research project investigated nine case study mixed income developments geographically spread throughout England and Scotland.

The paper will start with a discussion of the limitations to the concept of 'mixed income communities' and consider its elision with mixed tenure. The paper will highlight those design features that have contributed to stable and attractive developments and draw attention to configurations that work against the overall aims and objectives of providing well-integrated settlements. One of the main findings is that, whereas previous authors have concentrated on the proportions of social mix as a crucial element for design , the provision of a well-defined, safe and attractive public realm is critical to a development's success in integration. This supports the central tenet of contemporary urban design theory and commentary with its stress on the democracy of the public realm and support for the life of the street. Other key factors are also discussed together with the processes of design and development.

The findings of this paper have direct relevance to British urban design and planning practice. They also corroborate and extend observations made by other authors with regard to New American Urbanist developments. The paper concludes with a discussion of the relevance of its findings to other international contexts.

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EMERGING PARADIGMS FOR CULTURALLY-APPROPRIATE RETAIL REVITALIZATION: THE CASE OF HUMBOLDT PARK, CHICAGO

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Can retail revitalization support existing community and cultural identities rather than diluting or destroying them? This paper examines emerging planning practices that seek to reconcile market-based retail development with community culture in Chicago's Humboldt Park neighborhood. Humboldt Park is a historically Mexican and Puerto Rican community that is currently experiencing extreme gentrification pressures. Even as this gentrification threatens to displace existing residents and dissolve the cultural bonds of the existing Latino community, it also holds the promise of attracting new market-based retail development to Humboldt Park's traditionally underserved commercial districts. However, current retail revitalization best practice- to attract national retailers with generic building formats- clashes with community desires for improved retail that reflects the existing cultural and physical identity of the neighborhood. This paper briefly reviews gaps in existing retail revitalization theory before describing recent efforts by the Humboldt Park Empowerment Partnership (HPEP) to attract new, culturally-appropriate retail to the neighborhood's Division Street retail corridor. The paper concludes with recommendations for an enhanced context- and culturally-sensitive approach to retail revitalization planning practice.

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MULTI-MODAL TRANSPORTATION NODES: JOINT DESIGN AS A CATALYST FOR SUSTAINABLE DEVELOPMENT

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Transit hubs have always been sites of intense activity and the buildings housing their functions have always held an exotic allure with a character of industrial innovation and structural expression. Moreover, from their initial inception they have been organizing forces in a city's master-planning process. This role has become more important with time and the additional modes of transportation, such as busses and trams, which are being co-housed in these structures. At the same time, driving and the use of highways has been a fact of life for many people who live in circumstances that demand car travel.

The central theme of this paper is to address the potential for urban regeneration and improved mobility presented by transit oriented development (TOD) especially as it pertains to the crossroads of highways and transit hubs. This paper also suggests some important qualities of expanded mobility as a smart-growth principle. Expanded mobility is a cornerstone of efforts to promote smart growth.

Major highways and transit links generally do a good job of connecting primary destinations. It is the connections from primary destinations to networks of local streets and bus routes that can be problematic. At the community level, local governments could establish development policies that promote connectivity. Among these may be incentives for development to locate near transit lines and stations, design guidelines for projects aimed at improving their access to transit and planning for a network of arterial roads to link highways to railway systems and thus to connect local destinations, such as shops and schools, without requiring the use of main roads. At the project level, urban designers and developers need to establish good connectivity to adjacent properties as well as within their developments. A well-connected development creates multiple points for access to outside destination; it provides direct road and pedestrian routes to nearby destinations and transit stops.

Data has been collected through a survey facilitated by the American Association of State Highway and Transportation Officials (AASHTO), which allowed the solicitation of information on current practices in joined development projects in the United States. Information has also been collected form collaboration with Dutch planners from the city of Den Haag. Lastly, a number of case studies have been and are being developed on recently planned and/or completed design proposals.

The contribution of this paper would then be to the expanding scholarship and literature of transportation oriented development, as well as to the practice of urban design and its attempts to accommodate the physical manifestation of transit oriented development strategies, especially at the crossroads of multiple modes of transportation.

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CULTIVATING DIFFERENCE: WORKSHOPS ON QUALITY

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Communication is a universal concern; the more diverse the actors and the more complex the object, the harder it is to arrive at understanding and agreements. This is exactly what hampers the design of 'good' public places.

Rapid regeneration of city areas has placed the quality of urban design high on public agendas worldwide. Therefore, a basic question in actual planning practice is: how to (help) realize public spaces with a quality level as high as possible.

In this paper, two related aspects of this basic question are dealt with.

First, what is a productive way to discuss about the quality of public spaces? Which words and speech acts are able to transmit information and emotions in such a way that stakeholders come to real mutual understanding?

Second, how can decisions about the agreed qualities become formalized into design specifications?

During two years, these questions were addressed during bi-monthly workshop in which municipal officers, (sub)regional civil servants, inter-municipal corporations, housing corporations, public transport authorities, and urban design firms gathered to discuss the spatial qualities of architecture and public places at the Belgian coast. Besides trying to understand the importance of qualitative environments, developing an operational understanding of spatial quality as well as skills and techniques to realize and control this quality were the ultimate goals.

Regarding the questions mentioned two important variables were used:

- a first version of a 'language for quality', the hypothesis being this could help to stimulate participation and to foster spatial quality;
- research by design as a technique during the program phase, the hypothesis being this could enrich the process.

Key findings are:

- benefits of better urban design are acknowledged across the stakeholder groups, albeit in different ways;
- a clear understanding of the relationships between the different phases of the realization of projects is crucial;
- a 'language for quality' needs to contain words and images;
- designerly research contributes in a decisive way to the definition of design specifications.

The relevance of this paper obviously is highest for planning practice in terms of: workshop as format, indications for a 'language for quality', added value of

research by design. Scholarship will find new research questions, mainly related to developing tools to communicate about quality, e.g. indicators. Education could find inspiration in the approach.

It will also become clear that urban design is increasingly becoming an art of making places with people, which is not different from arguing that urban design is dealing with diversity and multiplicity.

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[DEALING WITH UGLINESS - PROPOSALS FOR THE REEVALUATION OF AN INDUSTRIAL SITE]

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[Dealing with ugliness - Proposals for the reevaluation of an industrial site]

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Abstract

Last thirty years of Portuguese urban experience brought intense changes to former rural and old-urban landscapes. The case study of São João da Madeira is an opportunity to discuss the evolvement of policies in the design processes.

This paper seeks to analyse the results originated by the disorder in planning, in an abandoned industrial site in Portugal, and calls for an enhanced participation between designers (urban agents, architects, urban planners, etc.) the visual artists and politicians (local government, endowments for the arts, etc.).

The empirical material of this study comes from team work between the university of Aveiro and the municipality of São João da Madeira produced between 2002 and 2005.

Applying aesthetic considerations to buildings and related architectural structures as well as to urban settlements is complex, as factors extrinsic to spatial design (such as structural integrity, cost, the nature of building materials, and the functional utility of the building) contribute heavily to the design process.

Notwithstanding, we can still apply aesthetic concerns related with the dwelling experience of residents and users.

The uggliness we are refering is this paper is the ugliness originated by disorder in planning, often seen in areas subject to high pressure of investors combined with lack or fragile agenda of the local government.

Very often, sites that go through deep programmatic changes grounded in the lack of planning strategies produce unavoidable experiences with disorder. Ugliness is there, we simply can't miss it. Even, if we do not like or overlook, ugliness is part of the existing conditions of the site. Moreover, ugliness the same way landmarks do becomes intrinsically imbedded with surrounding architectural fabrics. It coexists

with the architectural and social fabrics, and as conditions mature, so does its ability to adapt to the changing conditions trough time.

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ANALYSIS ON THE PHYSICAL AND PSYCHOLOGICAL INFLUENCES OF OPEN SPACES ON THE URBAN STREETSCAPE

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In general, the urban streetscape represents the image of the city and quality of urban life. Therefore, there are a lot of visual elements in urban streetscape and a lot of endeavor for streetscape improvement. But recently, as the number of buildings increases in the inner-city regions some problems are detected such as blocked view corridor, feeling pressured by high-rise and high-density buildings. This study assumes that the non-existence of open spaces is one of the reasons that make urban streetscape worse, and carries out some analysis in order to understand the possibilities for better urban streetscape and control it effectively through making suitable open spaces.

In pertinent literature part, this study will review preceding theory about urban streetscape management plan of Tokyo Metropolitan government to enhance the city image and skylines of Tokyo from a point of the physical regulation, which will be the background of this study. Also, relevant theories will be stated that contains the standards of view point selection rule, physical elements consisting of urban streetscape, and psychological elements influencing on streetscape preferences. In this study, physical elements are set up as sky blockage ratio, visibility, view volume and psychological indicator as streetscape preferences. (Some indicators may be added if they are needed.)

As methodology, the main part of this study is outlined as follows; first, select specific regions which can show characteristics of the 'sufficient open spaces region' and the 'insufficient open spaces region', and establish the standard of view point selection through preceding theories. And then, apply the standard into the selected existing region and redeveloped region. In here, existing region represents where open spaces are provided insufficiently and redeveloped region represents where open spaces are provided sufficiently. At the selected view points of each region, measure values of the physical factors through simulation model which is created from numerical map(CAD). Also, carry out a survey on people's preferences of streetscape at each region using SD(semantic differential method.) After collecting data, factor analysis of the preferences through SPSS and correlation analysis between the existence of open spaces and physical indicators will be carried. Then, carry out linear regression analysis between physical elements and psychological elements at the selected view points of each region. Therefore, compare those results at each region and examine the relation of open spaces and the physical/ psychological factors of urban streetscape.

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DO NEW URBANIST COMMUNITIES MAKE A DIFFERENCE?

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Sprawl has been identified as a process where the development spread outpaces population growth. New urbanism has been seen as an answer for sprawl. It has been promoted to offer solutions to the problems that plague our expanding suburban development – traffic congestion, leap frog developments, environmental degradation, and isolated communities. New urbanists have resurrected some old, well-tested principles of town planning and architectural design to address the issues of sprawl. However, do they really address those issues? New urbanism has been touted as a more environmentally sustainable form of development than conventional low-density sprawl.

The objective of the study was to measure the environmental consequences of new urbanism and comparing the results with traditional suburban development. Using field investigations, satellite imagery for land cover and impervious surfaces as well as census data, key new urbanist developments such as Seaside, I'On and the Kentlands were evaluated for their consequences to sprawl. The primary research questions are:

1) Do new urbanist communities work with drainage patterns and the environment to protect biodiversity?

2) Are new urbanist developments affordable? Can the people who provide the services afford to live in the new urbanist communities?

3) Are there a greater percentage of impervious surfaces in new urbanist developments than traditional subdivisions?

Findings indicate that new urban development practices result in significantly higher housing cost than adjacent suburban developments. New urban developments are more likely to have less impervious surface per housing unit, but more per person because of the smaller family units. The result is a less dense population in the new urbanist communities than the adjacent traditional suburban developments. The study offers new a measure of sprawl based on population density and green space.

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CULTURE: A LOCAL ANCHOR IN A WORLD OF FLOWS? SPATIAL PLANNING AND THE ROLE OF CULTURE IN THE NETHERLANDS

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Culture is becoming more important for places. First, so-called cultural industries have expanded significantly in many advanced urban economies. Rising incomes in combination with the spread of specific consumer (sub)cultures have increased the demand for products with an aesthetic/semiotic value. The economic activities concerned with designing, producing, marketing and distributing these products are mostly organised along lines of small, vertically disintegrated firms, strongly dependent on urban environments with large, highly skilled labour pools. These specialised firms also tend to thrive due to specific local cultures that are conducive in reproducing the specific skills needed for the production of cultural goods/services. Secondly, culture benefits places also in a more indirect way as high-skilled workers flock to places that are characterised by a rich palette of cultural activities (low and high culture). Not only people that are living or working in these cities are attracted by the cultural infrastructure, but also tourists flock to such places. Inevitably, policymakers are looking at culture as an important instrument for urban regeneration.

Culture as a policy instrument is, in itself, not a particularly new phenomenon. However, many other instruments for influencing the local economy have nearly evaporated due to globalisation, liberalisation and regulation. With respect to competition, culture has emerged as one of the few potential local levers left to policymakers. Nowadays, programs for the local economy can hardly do without a new museum, in flagship buildings designed by star architects, or without referring to local cultural industries a mainstay for the urban economy of tomorrow.

Our main question is to what extent culture can be used as a policy instrument for improving the urban economy in a direct and indirect way. This question will be examined, first, by theoretically investigating the changes in the relationship between culture and places from an institutional viewpoint. Opting for view helps us to go beyond mere interventions in the hardware in terms of physical infrastructure and be sensitive to the salience of the social and institutional software in which cultural activities are embedded. Unpacking the complex relationship between places and culture in such a way gives us a good handle to explore empirically Dutch spatial policies regarding culture. After this, we propose new avenues for cultural planning encompassing both cultural industries as growth engines and cultural amenities as potential location advantages. We conclude by assessing cultural planning in general. We maintain that local policies focused on spatial interventions aimed at fostering culture may indeed make sense if the wider social embeddedness is also explicitly addressed.

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SÃO LUÍS: A WORLD HERITAGE CITY

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São Luís: a World Heritage City. Since 1997, São Luís, Maranhão, Brazil is included in the UNESCO´s World Heritage List. The municipality and the State Government celebrate that fact every possible way as the slogan appears everywhere in the city. After all, it represents the recognition of both the value of the historical and cultural heritage, and of the preservation process developed by the State Government of Maranhão: the Historic Center Revitalization and Preservation Program initiated in 1979, which has the merit of rehabilitating the area respecting the local cultural values and the dwellers. The question that needs to be answered is if the condition of being a World Heritage City brings the possibility of rehabilitating and maintaining both the rich and valuable built environment and the current city center local life and vitality. Also, if that condition, which has created an increase in international tourism, is sufficient to lead to preservation policies integrated with urban planning, and how would be the relations between those policies and the new and modern city. In other words, is the condition of being a world heritage city capable of ending the conflict between conservation and modernization? Is it capable of promoting urban policies that could respect the diversity and the multiplicity inherent to our cities? Or, would it be just incorporated into the process of modernization itself? Those are the questions which the dissertation project, still a work in progress, intends to address. This paper is part of this project and addresses the impact the condition of being a World Heritage City had on the Historic Center considering four aspects: 1) its uses; 2) the physical condition of the buildings; 3) the local economy; 4) the activities developed in this area, and 5) the conservation policies. The main intention was to identify the changes and permanencies that occurred since 1997 until 2005. The data was collected through a field research. As basic data sources there were the data collected by the municipality in 1997, which is organized in thematic maps and provides information about the uses and the physical conditions, the 2000 Census, the data provided by the Commercial Association, and several governmental offices, including the ones responsible for the heritage preservation.

The paper begins with a brief overview of the process of preservation in São Luís. After that, it characterizes the process developed in the Historic Center from 1997 until the present moment. Finally, it analyses the impact produced by the city´s inclusion in the UNESCO´s list. The major relevance of this research lies on the fact that it helps to build a preservation policy and contributes to the debate of the processes of rehabilitation of central and historic areas and to their planning and management processes.

Drawn from an approved dissertation proposal

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POPULAR IMAGES OF DIVERSITY AND MULTIPLICITY IN CANADIAN CITIES

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Most planners would recognize that immigration and multiculturalism (as related to issues of diversity and multiplicity) are transforming cities and by the same processes changing how cities are represented internationally and how cities represent themselves. Regardless of whether diversity is consciously and institutionally embraced as an urban asset or whether diversity remains a spontaneous outcome of urban planning/design processes, virtually no attention has been paid by planners and designers to popular media representations of diversity and multiplicity. We will argue that by examining popular representations of diversity planners and designers can better understand how such representations engage with or legitimize dominant economic and political structures governing the social construction of racialized multiculturalism. The examination of popular images of immigration and multiculturalism can also enable planners and designers to understand particular institutional structures, constructs of national unity and identity politics, and competitive urban discourses that promote social diversity as an attractive asset for cities. How do notions of diversity and multiplicity, planning and urban representations intersect in popular news magazines? How are these intersections interpreted in the context of changing urban cultures, cultural heritage and urban design?

Based on our ongoing research about the popular images of immigration and multiculturalism and their relations to Canadian national politics, we will focus on the representations of diversity and multiplicity as deployed in the representations of Canadian cities. Our research is based on the review of 3 Canadian news magazines from 1960 to 2005. We will examine magazine covers featuring either diversity or urban headlines and their accompanying articles in order to see how diversity, planning and urban representation are used in or missing from the media discussions about processes and realities of cities. We will look specifically for visual and discursive representations of the changing urban cultures of Canadian cities over time. We will identify the patterns and limits of such representations in terms of what statements are valued, accepted, and tolerated in reference to changing social and socio-spatial practices.

By identifying the main discourses of diversity and cities in the last 4 decades in Canada, we believe that our work is relevant to planning education, practice and scholarship given Canada's history of immigration and diversity. Our goal is to present both the successes and the limitations of Canadian immigration and multiculturalism that are often most visible at the city level. We will supplement primary research based in news magazines with critical literature in the fields of planning, immigration, multiculturalism, and cultural studies in general.

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DESIGNING 'PLACENESS' IN THE CONTEMPORARY URBAN

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This paper looks at the idea of an emergent 'placeness' as generated by the everyday urban in our contemporary cities. Moving beyond modern urban design thinking, it takes up Henri Lefebvre's theoretical notion of espace vécu (lived space), to try to point to a relational understanding of urban place. It looks further towards an alternative design approach in Urbanism, affirmative of difference. An approach that focuses firstly on inscribing the urban with signs to be read, interpreted and appropriated by urban populations, and secondly on the designing of affects in the urban. Seeing the city as an urban field, an effect of flows and forces, it tries to find a way to a sensible urban form.

Modern thought held certain misconceptions concerning the designing of our urban life-worlds. It strived to create utopic worlds which held their inhabitants in the vise of an 'end of history', and was blind to the effects that advanced technologies would have on putting these contained urban realities under an unmanageable stress. In addition, as Maurice Merleau-Ponty said as early as 1945, modernist thinking has been "blind to the mode of existence and co-existence of perceived objects, to the life which steals across the visual field and secretly binds its parts together." [Maurice Mearleau-Ponty, 2004, Phenomenology of Perception, Routledge, pg 40] The ideal, yet naïve departure point of an object-based epistemology produced an urban composition and artifacts that have failed to accommodate the intensely complex urban dynamics emergent in contemporary transformation processes. Our contemporary metropolis overflows with the fragmented offspring of a modernist urban design ideology.

Reflecting upon how the existing urban condition has facilitated the emergence of everyday cultures that strive to situate their identities and actualize their aspirations in an ever-transforming urban reality, the notion of cultural heritage as it has been perceived in a localized urban life-world is undergoing radical alterations as planners and designers of urban environments struggle to keep up with 'glocalized' processes (e.g. witness the LA Riots of 1992 and the recent uprising in the Paris banlieue). Globalization of the 21st century has illustrated how in effect the local is constituted through the global processes and as such has redefined 'heritage' not so much as that what is merely passed on by social or spatial intricacies, but as that which is grounded and formed through global to local relations. Urban design presents itself as a socio-spatial facilitator in which public space is in fact a space for diverse publics in which global migrants explore the social, economical and political spaces of the city in search for opportunities to re-appropriate the urban arena; an arena (or field) in which layered forces generate a multiplicity of real and virtual actualizations over space and time.

This paper shall illustrate how urban cultures in effect generate hidden places in our contemporary cities through spatial re-appropriation, and how in fact the discipline of urban design can achieve urban equity for a multiplicity of desires through the conditioning of an appropriatable open-ended field of opportunities.

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Henri Lefebvre
Michel de Certeau
Maurice Merleau-Ponty
Mike Davis
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AN ALTERNATIVE APPROACH TO CHINESE URBAN PLANNING: TWO CASES OF URBAN REDEVELOPMENT IN SHANGHAI

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The increasing land value of the parcels in the downtown area of Shanghai has stimulated rapid redevelopment in the valuable, historical, and cultural districts such as French Concession. The conservation of urban heritages during the redevelopment becomes a significant issue in the practice of urban planning and design. Meanwhile, with the impact of economic reform and globalization, urban planning in China has been facing the increasing fragmentation and conflict of power and value. The top-down planning guided by procedural rationality that has dominated Chinese planning for decades has for the first time been challenged. More actors are involved in the planning process. The question we address in this paper is that how to conduct planning and design in urban redevelopment projects when facing the pressure of both development and conservation, and the difficulty of integrating the diverse and fragmental values and interests.

Under the past planned economy, the production, allocation and consumption of goods and services is planned ahead of time in a centralized fashion. The systematic rule governed relationships guaranteed by this economic system do offer a high degree of predictability in Chinese cities. Procedural rationality, therefore, provides planning legitimacy in this given context. The redevelopment design has just followed the steps of Procedural rationality. However, the rational protocol becomes illusive and helpless in planning practice during the rapid and dramatic transformation of Chinese society. Uncertainty in the daily life and the planning practice has increased. Planners educated with procedural rationality are in the struggle to invent alternative ways to solve the problem of uncertainty and unpredictability. Among the diverse theories in the post-positivist world to criticize, oppose or revise traditional rationality, communicative planning theory provides a dialogue-based approach, which is adopted to review cases in this paper.

We use two projects of urban redevelopment in French Concession of Shanghai to explore the process, outcome and the role of different actors based on the real experience of the author and the interviews with the key actors including developers, administrators and local residents. The projects were primarily guided by procedural rationality. The subtle differences between these two projects in terms of the role of relevant actors in the planning process have caused different outcomes. The paper also reexamines the projects with the adoption of communicative planning theory, and explores the extension that planners could do to promote both development and conservation, and to balance the diverse interests and values in current urban China.

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TELLING HISTORY WITH DIVERSE VOICES: THE PRESERVATION OF THE HISTORICAL LATIN AMERICAN STREET AS CULTURAL SPACE

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Many Spanish Latin American cities retain significant evidence of their past in their historical centers. Inscribing some of these cities as UNESCO World Heritage sites has recognized their importance. The identification of cultural components is part of the UNESCO criteria for selection and may include pertinent historical periods, important monuments, significant land uses, and the contributions of indigenous and Spanish cultures. However, only six inscriptions (out of twenty-five cities) identify the city layout as an important component of the history of these places.

Within the physical urban form of these cities, the street, which, with the grid and the plazas, form an important integrated system of public spaces, has not received much attention, particularly in English publications. Yet a study of these still functional streets, can provide new perspectives on the structure and function of Latin American settlements.

This study identifies and analyzes key streets that best represent each historical period and their cultural components, by using a framework developed from the literature on the cultural form of streets, the history of Latin American streets, and the preservation of cultural landscapes. These streets are selected from the World Heritage centers, and others not recognized by UNESCO (as defined by Ramon Gutierrez, 1997 and others). The historical periods relate to indigenous streets of the great empires of the Incas and Aztecs, colonial streets, "democratic" streets, boulevards, and "alamedas" influenced by European models, and modern streets.

It highlights key cultural elements, both lost and existing, in traditional streets. In particular, the study addresses landmarks and symbols of political, social and economic forces, the relationship between adjacent land uses and the street, including economic function, the interface of private and public space, and, the accommodation of ritual, ceremony and conflict and any implementation techniques to protect them.

Although these centers often represent the most prestigious areas in each city, the study emphasizes elements related to less powerful, diverse groups, including indigenous groups, women, working environments and patterns of segregation and control.

This study is relevant in providing a comprehensive view of the Latin American Street, and the historical groups that shaped them. This can assist preservation efforts as each of these modern cities and their historical streets face development pressures (exemplified by a renewed interest to revitalize the centers of Mexico City and Lima).

This information also allows comparisons between historical periods in different cities and other international approaches that could be helpful in preserving streets in other locations

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AN ALTERNATIVE APPROACH TO CHINESE URBAN PLANNING: TWO CASES OF URBAN REDEVELOPMENT IN SHANGHAI

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The increasing land value of the parcels in the downtown area of Shanghai has stimulated rapid redevelopment in the valuable, historical, and cultural districts such as French Concession. The conservation of urban heritages during the redevelopment becomes a significant issue in the practice of urban planning and design. Meanwhile, with the impact of economic reform and globalization, urban planning in China has been facing the increasing fragmentation and conflict of power and value. The top-down planning guided by procedural rationality that has dominated Chinese planning for decades has for the first time been challenged. More actors are involved in the planning process. The question we address in this paper is that how to conduct planning and design in urban redevelopment projects when facing the pressure of both development and conservation, and the difficulty of integrating the diverse and fragmental values and interests.

Under the past planned economy, the production, allocation and consumption of goods and services is planned ahead of time in a centralized fashion. The systematic rule governed relationships guaranteed by this economic system do offer a high degree of predictability in Chinese cities. Procedural rationality, therefore, provides planning legitimacy in this given context. The redevelopment design has just followed the steps of Procedural rationality. However, the rational protocol becomes illusive and helpless in planning practice during the rapid and dramatic transformation of Chinese society. Uncertainty in the daily life and the planning practice has increased. Planners educated with procedural rationality are in the struggle to invent alternative ways to solve the problem of uncertainty and unpredictability. Among the diverse theories in the post-positivist world to criticize, oppose or revise traditional rationality, communicative planning theory provides a dialogue-based approach, which is adopted to review cases in this paper.

We use two projects of urban redevelopment in French Concession of Shanghai to explore the process, outcome and the role of different actors based on the real experience of the author and the interviews with the key actors including developers, administrators and local residents. The projects were primarily guided by procedural rationality. The subtle differences between these two projects in terms of the role of relevant actors in the planning process have caused different outcomes. The paper also reexamines the projects with the adoption of communicative planning theory, and explores the extension that planners could do to promote both development and conservation, and to balance the diverse interests and values in current urban China.

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PLANNING & DESIGN FOR EXPO 2010 SHANGHAI CHINA

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In World Expos' 150 -year history, Expo 2010 Shanghai is the first one held in developing country and also the first one to use "city" as its theme. Therefore, the requirements and objectives of its planning & design are quite different as before in three aspects: 1. In this information age, it is necessary for Shanghai Expo to reflect the development and innovation of Expos' history, to change people's current understanding of expo to and to instill new energy into it; 2.As a great event, Shanghai Expo should satisfy needs for future urban development and make up current shortage of Shanghai by carefully dealing with the relationship between short-term event and long-term development; 3.As for its "city" theme, the planning & Design of Expo 2010 Shanghai should also display urban development in history and future, and enable shanghai Expo to become a milestone in future urban development.

Being Chief Planner of Expo 2010 Shanghai China, the first author has developed his original concept from consideration on the above three aspect- Expo, Shanghai and City and proposed philosophy of the 'Harmony City' in the planning & design.

In this paper, the authors will briefly introduce the background of Planning and Design for Shanghai Expo in the beginning, then the planning framework and procedures, site collection, concept and theme, layout, transportation & infrastructure, ecological planning, the use of technology as well as its post-use will be discussed in detail.

In summary, planning and design for Expo 2010 Shanghai well reflects the theme 'better city, better life' and aims to showcase the "Harmony city" model, which being the rehearsal of a new urban development paradigm. By exhibiting consideration and exploration of human-beings to create future 'Harmony City', Shanghai Expo will fulfill its goal for a better world based on harmonious development.

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PLANNING CREATIVE CLUSTERING PARKS IN SHANGHAI

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Rivalry between leading Chinese cities, such as Shanghai and Hongkong, goes to creative clusters, which are now becoming more and more concerned by planners.

In recent years, Shanghai Economic Commission and each district governments put great focus on the protective exploration of some historical industrial buildings, with new industrial elements, infused, making the old buildings turn to new world of the creative industry of inspiring creativity, attracting the talented and clustering the creative industry by exploring the historical, illuminate and cultural content.

Therefore, a group of creativity clustering areas is in shaping.

These old industrial areas mostly located in the inner city offer opportunities for a new form of communication and a workplace organization as well as new forms of the workforce reproduction. With their physical organization the old industrial areas in inner cities are one factor of innovation and an economic actor, since the floor flat, the size and the infrastructure provide opportunities for a new organization of work and leisure. With a perspective on urban development that takes into account not only innovative buildings but also their social and economic impact.

This study will examine three old industrial places in their respective process developing into creative clustering parks (Shanghai Creative Industry Clustering Parks, 2005).

The analysis of the three case examples – No. 50 Moganshan Road, Warehouses along Suzhou Creek and GE Factory by Huangpujiang River - in terms of:

Location
Initiatives
Orientation(international, national, local)
Players
Development model
Organization
Financing
Networks
Workers
Problems

It will identify the social and economic impact on their neighbourhood and urban life, the possibilities of control for urban planning regarding the formation of creative clustering parks and creative milieus.

In conclusion, a structural model of an integrated development plan for the creative clustering park is put forward.

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CONSERVING HISTORIC URBAN NICHES WITHIN THE CONTEXT OF CULTURAL HABITAT — A CASE FOR COMMUNITY INTEGRATION IN THE INTEREST OF CULTURAL DIVERSITY

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With urban conservation and creative reuse gaining ground, a new genre of historic sites has emerged worldwide. What do they really offer, and at what price?

Despite the geological and cultural divides that separate them, these "new" comers are morphing into near-mirror images of one another, i.e., an instantly sterilized stage for cultural consumption. In the process, or in lieu of a process, the host communities are routinely rendered irrelevant, or outright expendable, and the course of transformation truncated.

Whereas they may still be distinguished by architectural appearances, geological settings, and cultural expressions, the highly formulized environs that characterize them tend to share as many similarities as differences, if not more. In the worst case, authenticity becomes skin deep, integrity selective; and the very genius loci of a place a mere camouflage at most.

The proposed paper intends to help advance the operating tenet that for urban conservation to succeed beyond preserving physical authenticity and integrity, community integration holds the key to sustaining historic places in form, in substance, and in spirit. It will attempt to substantiate that only by integrating the host community into urban conservation can historic urban niches be sustained as part of a living cultural habitat. Only as such, will each bear a genuine testament to the community that cultivates them, the culture that shapes them, and the historical passage that transforms them, thereby enriching the cultural diversity of our collective heritage.

A case study will be conducted on Liu-Li-Chang in the Da-Zha-Lan area of Beijing, China. Liu-Li-Chang began as the imperial lazurite kiln in 1267. In the ensuing centuries, the 700-meter long street has evolved into a cultural landmark alongside Da-Zha-Lan. The conservation of Liu-Li-Chang and other historic niches as a living cultural heritage will enhance and sustain the ancient capital city's distinctive identity and unique sense of place that underpins Beijing's claim amongst the global ensemble of great cities.

A combination of exploratory, descriptive and explanatory approach will be adopted. The subject of community integration will be examined in relation to operating ideology, policy making, execution, finance, and management. Both primary and secondary data sources will be used. Interviews will also be conducted with leading researchers, authors, and commentators.

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Relation between proposal and doctoral dissertationThe proposed subject has been drawn from an approved dissertation proposal.

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TRACK 11:
Transportation and Infrastructure

TRAFFIC SAFETY MOVING LABORATORY

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Working in conjunction with the Mexican Center for Environmental, Mobility and Development Law (CEMDA), this project was presented in a World Bank competition, Development fair 2005. The project is directed toward heavily conflictive pedestrian/vehicle situations on streets within close proximity to schools in what are considered socially disadvantaged areas. The goal is to encourage courteous use of the street as public gathering spaces. We undertake three main activities: installation of urban portable furniture, training on traffic safety to the students and complementary sporting and artistic activities on the street. On 15 March 2005, we competed against 46 finalists (out of over 500 entries) and were among the 10 winners of a $20,000 USD award from the Bank to carry out the project. So far we have done intervention in 3 schools/streets with very good impact (more than 600 kids have participated) and we are planning to do 3 more the first semester of 2006

References:

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URBAN DEVELOPMENT AND INNOVATIVE URBAN TRANSPORT NETWORKS IN SMALL AND MEDIUM-SIZED CITIES

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Under conditions of enhanced spatial competition, small and medium-sized cities (SMC's), in Europe face increasing challenges. Economic stagnation and loss of productive activity, city-centre depreciation and urban sprawl, dependence on large metropolitan centres for jobs and leisure, often combine with devastating effects. Not the least affected are mobility patterns and transport networks. Falling patronage of public transport, increased dependence on the private car, traffic congestion slowing through-town movements and choking available parking space, characterise

urban mobility in many an SMC, further encouraging the downward spiral in their development and competitiveness.

A European project of inter-regional cooperation, under the INTERREG IIIc programme, bringing together partners from Volos (GR), Cambridge (UK), Livorno (IT), Valdemoro, nr Madrid (ES) and Linz (AT), seeks to assess the feasibility and prospects of innovative public transport schemes being suggested, planned or operating in these cities and involving tramway, guided bus and special track bus systems. Covering a 30-month period (04/2005 - 09/2007), it will address the broader socio-economic issues attending the development of such novel networks in SMCs of less than 500,000 inhabitants, the ensuing opportunities of major urban regeneration they afford and the qualitative shift in a city's developmental pattern they can give rise to. They will be judged with respect to overarching economic, environmental and social sustainability imperatives, the latter also involving a cultural dimension affected by the type of accessibility and mobility patterns engendered by the new transport modes.

The paper presents the theoretical assumptions and methodological tools involved in the research, corroborated by the findings of relevant akin projects (such as the European Research Framework V 'Urban Transport and Socio-Economic Development' (TranSEcon) project).

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RATING RESIDENTIAL TRAVEL PERFORMANCE: WHAT ARE THE TRIPS THAT MATTER AND HOW MIGHT THEY BE MODELLED?

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This paper reports progress on development of a rating tool that planners and decision-makers can use to rate the residential travel performance of land use development projects - and to identify means to improve that performance during the planning and design process. The aim is to predict, with the assistance of accessibility techniques, the extent of travel that will be made and the modes of travel that will be used by the future residential populations of proposed developments. Changing locational or design should thus be able to reduce the demand for travel by private vehicle and encourage travel patterns that will contribute to the sustainability of the development. The intent is that the tool will be used primarily as part of development assessment/approval processes, but will also find use upstream in the design processes used by proponents. The location (or siting) of new development in relation to other elements of the urban area, such as shopping or employment centres, is known to influence travel patterns, particularly for trips such as journeys to work. Similarly, the design of a development, including such matters as density, land use mixing and connectivity, is now generally understood to influence travel patterns, especially for local trips such as journeys to shops or to schools. This paper reports the early part of the development of such a tool, involving the analysis of Household Travel Survey data in a metropolitan population of some two million in South-East Queensland, Australia. The analysis has identified those trips from residential areas that will 'matter' in predictive modelling of future urban developments (ie those trip types which generate a large enough proportion of the total private vehicular travel, and those trip types that generate a large enough proportion of the walking/cycling activity, etc, that significant improvements in sustainability of travel activity may be able to be won through location and design

changes). Building on this knowledge of the trips that matter, modelling processes will be developed that can predict, from sets of land use destinations and trip types for future developments, the residential travel performance of these developments (or more reasonably, their rating or ranking). Our modelling will use trip distribution and mode share procedures to model trip-making for those trip purposes that "matter" in a way that allows for their interactions with both the location and design of land use development, and hence their sensitivity to changes in these as part of development planning and design (and approval).

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THE FORM OF NODAL SPACE. THE CASE OF THE CANARY ISLANDS.

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The generation of nodes (or centers) of organization, interchange and distribution (about ideas, goods, services, etc.) in the environment of a region or geographical specific area, is not properly a new phenomenon. The process of territorial colonization for political and economic reasons or just for cultural domain, were always accompanied by the creation of some strategic places. " The city ", as a maximum expression in terms of concentration of activities, always fulfilled this complementary function, but the most recent development is promoting specific areas and generating new devices to shelter those nodal functions.

The globalization of economy and culture and the strengthening of what has been called the "informational society " or the " society of knowledge " have reinforced some traditional centers to planetary level, but also it has put in value new geographical areas even some of them, a little time ago, plunged in the underdeveloped world. But what has modified the former geographical frame of influences, promoting the development of new "nodal regions ", has not only been the capacity of organization of these emergent areas, but the appearance of new economic activities, or the recovery of others already existing.

The Canary Islands, for their characteristics and geographical situation, has always adopted that nodal function. They were a node of interchange with America during the period of Spanish colonization; they have been a node of supply and distribution of goods and services during the Modern Age; and they are, at the present, one of the most successful tourist destination all over the world. Their most important devices, therefore, have always been their ports, airports and the activities developed around them. The Canaries are not a place with vocation of staying, but of stopping or visiting. One particular Atlantic node in the system of international mobility.

The questions are: What is the roll of "nodal space" in the current economic scenario? And the roll of "the Canary Islands traditional node" ?

The paper will try to investigate these questions, and specifically, the Canaries strengths and weaknesses regarding those economic demands dominated by the

"information", and their tradition of a "nodal vocation" concerning the interchange, distribution and temporary stay. But especially, as a platform to generate new devices to allow them to improve their conditions as active center within the system of international mobility.

Finally, the paper must re-center the discussion in the controversial issue that confronts the construction of complex and big devices (ports, airports, nodes of interchange, etc.) within a limited, fragmented, and natural valued territory as it is the case of the Canary Islands.

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A SUSTAINABLE AND INTEGRATED APPROACH TO ROAD NETWORKS PLANNING

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The paper will focus on the main results of research and work developed by the authors and a group of researchers and planners for the Provincia di Bergamo, for the development of guidelines to plan the relationships between road networks, built-up areas and environment, for existing roads to be implemented or redeveloped and for new road projects.

The approach followed by the work, and presented by the paper, aims to show the integration between different approaches: from a more traditional planning perspective on the design criteria of roads, to a sustainable integrated road project, able to envolve many dimensions, and above all able to show how road planning and construction can change the traditional vision of impact production and reduction, into a more integrated vision of sustainable development of new infrastructures for the whole territory.

The paper will focus on the different aspects involved in the research: assuming the existing and planned network for the local area around the city of Bergamo, the authors developed guidelines to analyze the existing relations between road networks, urban areas and environment, guidelines to study the new relations developing during and after the transformation of road networks, guidelines to plan the management of the different aspects of traffic on the road lanes, indications to design the shoulder areas of the roads, between road lanes and environment (a sort of interface between transportation network and urban or natural environment) and suggestions to transform in a sustainable relation the traditional overlapping between road network and urban or natural assessments.

The most interesting aspects of the research are the integration between different points of view (the engineering one, the architectural one, the environmental one and the urban planning one), and the development of a complete guideline to be followed by local administrations to face all the aspects that frequently they have to face planning road networks (decision-making over typologies of roads and routes, consensus-building on the selected routes and projects, agreement on the general vision of transformation, management of relations between infrastructural networks and urban development).

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LAND USE VARIABLES IN TRIP GENERATION MODELS: THE CASE OF TEL AVIV

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Transportation and urban land use maintain a complex, symbiotic relationship. Transportation affects land use by improving accessibility to urban functions, and the built environment affects travel through its distribution and density. It is important to explore these dynamics in order to understand the effects that determine urban and metropolitan daily travel.

This paper presents findings from a study conducted on Light Rail Transit (LRT) station surroundings in Tel Aviv, Israel. The main aim of this paper is to explore the intricate dynamics of land use and transportation planning around transit infrastructure, especially as transit facilities are being developed in many cities across the world. The methodology in this paper included the explicit use of land use attributes in the calibration process of trip generation models. The land use variables were then tested on several alternative land use development scenarios, in terms of population density and diversity measured by land use mix. This simulation of various land use development policies for the same site enhances our understanding of the interaction between land use and transportation. First, it enables the evaluation of the marginal effects of land use density or land use mix, which are explicitly modeled in these trip-generation models. Second, these effects can be analyzed for a variety of land use development policies. These stages, combined together, allow for simultaneously assessing land use patterns and their impact on travel demand.

The data sources for the transport model calibration included 18,800 trip records of metropolitan Tel Aviv households, extracted from the 1996 National Travel Habit Survey, aggregated to 702 statistical zones. The land use data for each zone was extracted form the 1995 census. For the policy scenarios, statistical zones surrounding the 33 LRT stations were identified.

The findings strongly suggest that density and land use mix play a major role in determining zonal trip generation rates. Factors such as population density, job density and dependency ratio affect daily trip-generation trends.

The methodology employed in this study - a combination of model calibration and land use simulations, can serve as a universal trip-generation model, which is more sensitive to land use development policies.

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"information", and their tradition of a "nodal vocation" concerning the interchange, distribution and temporary stay. But especially, as a platform to generate new devices to allow them to improve their conditions as active center within the system of international mobility.

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A SUSTAINABLE AND INTEGRATED APPROACH TO ROAD NETWORKS PLANNING

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The paper will focus on the main results of research and work developed by the authors and a group of researchers and planners for the Provincia di Bergamo, for the development of guidelines to plan the relationships between road networks, built-up areas and environment, for existing roads to be implemented or redeveloped and for new road projects.

The approach followed by the work, and presented by the paper, aims to show the integration between different approaches: from a more traditional planning perspective on the design criteria of roads, to a sustainable integrated road project, able to envolve many dimensions, and above all able to show how road planning and construction can change the traditional vision of impact production and reduction, into a more integrated vision of sustainable development of new infrastructures for the whole territory.

The paper will focus on the different aspects involved in the research: assuming the existing and planned network for the local area around the city of Bergamo, the authors developed guidelines to analyze the existing relations between road networks, urban areas and environment, guidelines to study the new relations developing during and after the transformation of road networks, guidelines to plan the management of the different aspects of traffic on the road lanes, indications to design the shoulder areas of the roads, between road lanes and environment (a sort of interface between transportation network and urban or natural environment) and suggestions to transform in a sustainable relation the traditional overlapping between road network and urban or natural assessments.

The most interesting aspects of the research are the integration between different points of view (the engineering one, the architectural one, the environmental one and the urban planning one), and the development of a complete guideline to be followed by local administrations to face all the aspects that frequently they have to face planning road networks (decision-making over typologies of roads and routes, consensus-building on the selected routes and projects, agreement on the general vision of transformation, management of relations between infrastructural networks and urban development).

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LAND USE VARIABLES IN TRIP GENERATION MODELS: THE CASE OF TEL AVIV

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Transportation and urban land use maintain a complex, symbiotic relationship. Transportation affects land use by improving accessibility to urban functions, and the built environment affects travel through its distribution and density. It is important to explore these dynamics in order to understand the effects that determine urban and metropolitan daily travel.

This paper presents findings from a study conducted on Light Rail Transit (LRT) station surroundings in Tel Aviv, Israel. The main aim of this paper is to explore the intricate dynamics of land use and transportation planning around transit infrastructure, especially as transit facilities are being developed in many cities across the world. The methodology in this paper included the explicit use of land use attributes in the calibration process of trip generation models. The land use variables were then tested on several alternative land use development scenarios, in terms of population density and diversity measured by land use mix. This simulation of various land use development policies for the same site enhances our understanding of the interaction between land use and transportation. First, it enables the evaluation of the marginal effects of land use density or land use mix, which are explicitly modeled in these trip-generation models. Second, these effects can be analyzed for a variety of land use development policies. These stages, combined together, allow for simultaneously assessing land use patterns and their impact on travel demand.

The data sources for the transport model calibration included 18,800 trip records of metropolitan Tel Aviv households, extracted from the 1996 National Travel Habit Survey, aggregated to 702 statistical zones. The land use data for each zone was extracted form the 1995 census. For the policy scenarios, statistical zones surrounding the 33 LRT stations were identified.

The findings strongly suggest that density and land use mix play a major role in determining zonal trip generation rates. Factors such as population density, job density and dependency ratio affect daily trip-generation trends.

The methodology employed in this study - a combination of model calibration and land use simulations, can serve as a universal trip-generation model, which is more sensitive to land use development policies.

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THE DIFFUSION OF PROCESS INNOVATIONS OVER TIME AND SPACE: MINIMUM PARKING REQUIREMENTS UNDER ZONING IN AMERICAN PLANNING PRACTICE

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Historical data on the adoption of parking standards under zoning in American planning practice are compared and contrasted using two separate models of the diffusion of innovation: the binomial logit model and the Bass model. Both models show that the process under which parking standards were adopted into planning practice by American cities primarily follow the binomial distribution, indicating that internal rather than external forces were at work to drive this process. Implications for planning and zoning, the revision of parking standards under zoning, and public policy follow thereon.

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LATIN AMERICAN TRANSPORTATION RESEARCH NETWORK: A TOOL FOR TRANSFORMING AND UPGRADING THE QUALITY OF LIFE

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This paper presents a Transportation Research Network deployed as a tool for the development of methodologies and guidelines tailored to the reality of Latin American metropolises, fostering integration among research groups on this continent with the final aim of improving mobility conditions and upgrading the quality of life of its inhabitants. The core purpose of this Network is the joint preparation of trip generation models for large-scale urban development projects, which cluster a variety of activities producing significant numbers of trips. Thus in-depth knowledge of the relationship between social and economic activities and the mobility these Trip Generation Hubs (TGHs) generate is essential to planning them. The location

and the detailed planning of these developments are attuned to social interests and environmental constraints having an impact on their production and attraction of trips. The analysis of the relation between urban form and activities and travel patterns in these TGHs is a specific goal of the Research Network. The Latin American context shows strong variations, but has some fundamental identity characteristics that should allow research synergies in the analysis of this relationship.The limited number of cases that could be sampled explains the absolute need for sharing experiences amongst researchers.

The first step in the deployment of the network has been a review of the literature on trip generation and on Latin American metropolises, identifying their problems and characteristics, focusing on the transportation sector and the Brazilian case. TGHs are consequently examined, together with their potential effects on transportation and, more generally, on socio-economic and environmental aspects. The paper shows the conceptual structure of this Network and how, through the establishment of a common pool of expertise, it is building up and promoting the knowledge needed to introduce the desired transformations in TGH planning in Latin America.

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FACTORS AFFECTING THE DECISION TO WALK. A CONCEPTUAL MODEL

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After Second World War, the automobile started to have a significant impact on urban expansion. Accelerated urban growth, which started in industrialized countries, has spread to poorer countries. The urban sprawl phenomenon has had a similar pattern everywhere, segregating land uses and, in many cases, populations according to socio-economic, ethnic, or cultural traits. Urban sprawl development has had social and environmental consequences, and social movements against this unsustainable urban model appeared. These movements preached new approaches to urban development to maintain quality of life levels based on more densely populated cities, mixed uses and public transportation. In the 90s most countries have finally adopted urban transportation policies aimed at diminishing automobile dependency in favor of walking, cycling, and public transportation.

In order to improve the attractiveness of the most sustainable transportation modes, particularly walking, it is necessary to identify the variables that affect modal choice and to understand how new supply conditions could divert trips from the car and generate new non-motorized travel. Past research on pedestrian behavior and case study analyses have provided a good understanding of the subject, but impor-

tant knowledge gaps still exist. Variables used in standard travel-demand-modeling only partially explain the decision to walk, since non-motorized travel choice is affected by specific factors. Most of the traditional transportation approaches have not considered the complexity of pedestrian behavior, and consequently many pedestrian infrastructures tent to fail as appropriated for pedestrian. The key subject in this research is the identification of those elements having an impact on the decision to walk, when a potential traveler is confronted with the decisions to travel and to choice the transportation mode, and the relations among these elements. They will certainly depend on the characteristics, preferences and perceptions of the person, the urban environment, as well as the type of trip the person is planning to make. The emphasis is on the preferences of potential pedestrians and thus it is also important to understand the reasons that would prevent the realization of the trip.

Taking into account state-of-the-art theory, direct observations this paper presents a conceptual model that identifies the factors that affect the decision to walk and establishes relations among the factors. Also, ad-hoc information (focus groups done in Caracas) are use to check the former relations. The results provide criteria to define urban policies in Caracas that enhance pedestrian trips, and offer a theory framework that contributes to understand pedestrian behavior and modal choice.

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CORRIDOR POLICIES AND TERRITORIAL DEVELOPMENT

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What is a corridor?

In everyday language a corridor recalls the idea of a passage. The notion increases in complexity because of its many functions, mainly linked to mobility – such as accessibility, distribution, interchange, transit, origin, destination and interconnections.

The above implies a number of notions which impact on the territory, as well as on decision-making.

One might think of the practical implementation in policy making and introduce the definition of a corridor policy or policies which could imply two opposite notions: a narrow, very transport-oriented one, (an infrastructural notion), and a wider one (related to an extensive notion of the corridor conceived as a multifunctional territorial backbone) which deals with or copes with transport issues within a more general vision of all territorial, socio-economic and geopolitical issues. This paper retains the latter.

By multifunctional territorial backbone the author means a varied and multifaceted supply of transportation services for goods, passengers, and material and immaterial resources, of high level services (technological research, university cen-

tres, health centres, environmentally protected areas, tourism), and logistic centers. This is to say a set of excellent opportunities that could obtain further advantages from increased accessibility, not only through transit, but above all through internal mobility. There would also be advantages obtained indirectly from the infrastructural investments made in order to achieve these same improvements.

This definition recalls the notion of inter-sectorial and cross-scale policies aimed at going beyond simple transit by evoking the concept of territorial integration.

The Corridor V policy, at the moment, consists of a heterogeneous accumulation of initiatives, mostly of an infrastructural nature, in which it is difficult to perceive any possible unifying or co-ordinating logic. These initiatives, which are mostly on a national or supra-regional level, overlap with territorial policies and projects on a regional and sub-regional level, together with which they contribute to forming a sort of de facto plan with significant territorial impacts on potential local developments and organisation policies that involve private bodies working side-by-side with public ones.

The quality of the corridor policy may be evaluated with a view to the capacity of major territorial initiatives to be integrated into local level policies already underway and to represent an opportunity for the development of new ones.

The aim of this paper is to offer a comprehensive overview of the initiatives related to the Corridor V policies and to illustrate to what extent major infrastructural investments can be conceived and used as a good support for local policies.

The idea the author wishes to develop is to what extent Corridor initiatives could perform a useful role within local development policies as projects ready to be implemented and to be used as aggregation and trigger factors, rather than generating conflictive and disruptive effects. The belief is that those initiatives could merely be used to sustain and develop local area strategic policies and programs.

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PARK-AND-RIDE, KISS-AND-RIDE, AND STATION CHOICES IN DRIVE-ACCESS TRANSIT IN THE U.S

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Drive access to transit, primarily to commuter rail and rapid transit, has become more and more important for transit systems in the U.S. Drive access, either by driving alone or drop off, represents choice riders; individual who have access to a car, yet choose to use transit for a portion of their trip. For commuter rail, more than 70% of the trips use auto as part of their access mode. For rapid transit, the percentage ranges from 20% to 30%. Drive access has contributed significantly to the ridership increase of commuter rail and rapid transit in recent years, most of which were diverted from previous auto use. It might become even more important due to the continuous urban sprawl, rising cost of parking, and increased road congestion. Despite of its importance, drive access has caught little scholarly attention. There are probably two explanations. First is the complexity of decisions involved, and second is the scarcity of information available. The first decision involves park-and-ride and kiss-and-ride, which is often determined by the family structure and the schedule of daily activities hard to categorize in demand models. The second decision involves station choices. Which station will be chosen given multiple credible options? Whether a station is a credible option is also hard to

determine. Moreover, the two decisions are often made simultaneously. Information concerning drive access is not included in the National Transit database (NTD), or in the American Public Transportation Factbook. This scarcity of information further compounds the difficulty in exploring drive access to transit. This research aims to improve our understanding of drive access to transit by modeling the park-and-ride, kiss-and-ride, and station choices. The decision maker is a traveler who already decides to drive to access transit. The alternatives are station and access mode combinations. Decision factors of the access modal choice include driving and transit attributes (time and cost), parking attributes (capacity and fee), and household attributes (auto and license availability, two-worker etc.). Decision factors of the station choice include driving distance, transit travel time, parking capacity, transit fare etc. The model specification is a two level cross-nested logit model. The datasets are on-board surveys readily available from major transit authorities. They provide information on trip and socioeconomic characteristics with spatial detail from origin to destination. However, the attributes associated with the travel path must be extracted through GIS techniques. The analysis results are valuable to both daily transit operation and planning in terms of ridership forecasting, network design, station design, service management, marketing strategies, and regional transportation modeling.

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TRANSPORT DEMAND MANAGEMENT: THE CHALLENGES FOR TRANSPORT PLANNERS, LAND USE PLANNERS, ENVIRONMENTAL HEALTH AND PUBLIC HEALTH PROFESSIONALS

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Development patterns over the last ten years in many European countries have reinforced the dominance of private car usage despite government policy criteria that seek to enhance the accessibility of new development by public transport (Commission Expert Group on Transport and Environment, 2000). The differential between the mobility rich and mobility poor appears to be growing so that those on lower incomes now find public transport more expensive and facilities in locations that require private car use. The bonus effect for the car continues since the cumulative effects (social, economic, environmental and spatial) of government investment decisions concerning infrastructure and transport facilities are rarely assessed in the design, implementation or operational stages.

Depuy (1999) suggests that the way forward to keep the dependence on the car within acceptable limits is by reducing the bonus effect of car use. Economic measures (eg. road and workplace pricing strategies) and soft measures (car pooling, access and mobility management) have had some impact in certain contexts. The starting point for this paper is that a number of measures (tools, instruments) from several complimentary disciplines are required if society is going to modify car use and address the mobility and accessibility needs of complex and dynamic urban systems.

This paper reports on the interaction between public health, land use, environmental health and transport planning professionals in the design and delivery of sustainable transport solutions for the city region in the UK. The research employed qualitative methods (documentary review, network analysis, expert reviews and one-to-one interviews) and sought to examine the local level interaction between these professionals working within different departments of the same local authority. Specifically the interviews have sought to understand the transport related strategies and policies in each sector, how these are developed and the impact they have on strategic local decisions.

This research builds on research carried out in 2004 by the author, which examined transport planners perceptions of the efficacy of the design and implementation decision support tools (indicators, option generation, modelling and appraisal) available to them and the difficulties they encountered when working with other stakeholders in the planning and delivery process (Hull and Tricker, 2005). This work forms part of a wider project looking at 'Decision and Implementation Support Tools in Local Land Use and Transport Environments' (DISTILLATE) funded by the UK's Engineering and Physical Sciences Research Council. 16 UK cities have a major role in this research through the provision of 'live' case studies and membership of the Steering Group. The purpose of this larger research project is to enhance the decision support tools for supporting the interactive design and implementation of sustainable transport solutions at the city region level.

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JOB ACCESS INEQUALITY BETWEEN CAR AND PUBLIC TRANSIT IN US METROPOLITAN AREAS: 1990-2000

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There is agreement worldwide that sprawling, low-density urban structure is not sustainable, and efforts are underway to identify and promote sustainability in urban development and transportation. Accessibility equity, one part of social equity, is increasingly recognized as an essential component of urban development and transportation sustainability. A critical accessibility issue is inequality vis-à-vis access to economic opportunities between those who have access to private vehicles and those who do not. It is known that in US metropolitan areas job accessibility is considerably lower for public transit users than for car uses. Previous studies in fact suggest that lack of access to a private vehicle is increasingly a disadvantage vis-à-vis participation in economic activities. Understanding job access inequality between car and non-car users helps planners and policy makers develop strategies to safeguard social equity. It is not, however, well understood the extent to which job access inequality has changed. It is also not well known the extent to which the change in job access inequality varies within and across metropolitan areas with different urban spatial structure.

Using 1990 and 2000 data, in this article we examine spatial variation and temporal change in job access inequality between car and public transit in metropolitan areas of Boston, San Francisco, and Los Angeles. Inter-metropolitan variations in job access inequality and its change are examined across the three metropolitan areas. Specific questions of interest are: (1) has job access inequality between car and public transit grown from 1990 to 2000?; and (2) does the change in job access inequality vary within and across the three metropolitan areas with different urban structure?

Job accessibility is calculated in various ways depending on the purpose of its use. This study's job accessibility is calculated such that it takes into account spatial distributions of jobs and workers (spatial competition) as well as travel modes (car and public transit). The geographic unit of the analysis is the traffic analysis zone. Changes in geographic boundaries from 1990 and 2000 are managed using the rasterization function of a geographic information system (GIS). Results are used to evaluate and discuss urban and transportation planning to counter accessibility inequality and to consider socially equitable and sustainable urban spatial structure. Key data sources are 1990 and 2000 Census Transportation Planning Packages and origin-to-destination zone average commuting times for car and public transit.

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THE POLITICAL CALCULUS OF CONGESTION PRICING

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The primary barriers to congestion pricing are now political, and the political feasibility of congestion pricing depends largely on the use of the toll revenue. We argue that road pricing for freeways in metropolitan areas will have the greatest chance of success if the revenue is distributed to the cities through which the freeways pass. In contrast to a number of previous proposals, we believe that cities are better claimants for the revenue than individual drivers or regional authorities. Because of loss aversion, using toll revenue to compensate individual drivers is unlikely to reduce opposition to road pricing, and even more unlikely to build support for it. Similarly, in most places giving the revenue to some regional authority—such as a public transportation agency—is also unlikely to generate popular support.

Local leaders, however, will be aware of the specific public goods their constituents most demand, and they can allocate the toll revenue to provide those goods, thereby increasing popular support. Local governments can also effectively lobby officials at higher levels of government. Most of all, because the revenue will be a much-needed windfall for many local governments, the local leaders will have a powerful incentive to organize and fight for congestion pricing's passage. Our proposal therefore relies more on creating support for congestion tolls than minimizing opposition. We draw on literature from behavioral economics and political science to outline our theory, and use data from the Los Angeles and Minneapolis metropolitan areas, as well as examples from other urban regions, to illustrate it. In Los Angeles, where potential congestion toll revenues are estimated to be almost $5 billion annually, our distribution plan would be not just politically effective but also highly progressive.

This paper is preliminary research for a doctoral proposal by one of the co-authors.

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BARRIERS TO SUSTAINABLE TRANSPORTATION AND LAND USE: A US-NORWEGIAN COMPARISON

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The paper explores how the cities of Davis (California) and Kristiansand (Norway) have adopted sustainable transport goals and charts the factors that are contributing to and inhibiting the adoption of such a transport policy. A case study undertakes a comparative empirical investigation of land use and transportation planning institutions, processes and actions to achieve sustainability. Both cities make a General Plan, but the means to implement the plans are different. Davis effectively control and steer land use at the local level. Sprawl across the city border has been avoided. Davis has adopted the measure: "any expansion of the urban area must be decided by the citizens in a ballot" and the electorate therefore control land use policy. Kristiansand has adapted its policy to suit both densification and suburban growth, and has no control over development in the neighbouring municipalities. The hierarchical planning system relies on effective integration of plans and decisions at national, county and municipal levels. Integration is difficult, and the highway sector, seem to avoid integration. The incentives for local politicians to compete for government favours (grants for roads, jobs, etc.) are very strong and often overshadow sustainability aims when goals conflicts.

Davis has succeeded in creating a compact city with the downtown as the centre for services, shopping and leisure. However, the car is increasing its share of the modal split and the journey lengths are increasing. Even if Davis on the local scale control land use and seem to have a fairly sustainable transport system, it is on a global scale far from a sustainable course. Kristiansand has been appointed "Sus-

tainable City" and has adopted an environmental sustainability policy, but the car friendly strategy followed in practice has made the city less and less sustainable. Symbolic policy and rhetoric cover the actual car driven growth policy followed, both at the local and national level.

The comparison shows that both cities have adopted sustainability goals and policies, but neither city has managed to implement a sustainable transport strategy. Davis has managed to implement a land use policy in conformance with the sustainability goals in the General Plan. It has also a highly developed democracy, where the citizens may decide major questions in referendums. The lack of integration both across levels and sectors, make the performance and output from the planning in Kristiansand far from the adopted goals. The city´s land use and transport strategy is mainly supporting the development of new road infrastructure and making modal shift from the car very difficult. The comparison of spatial planning histories, characteristics and trends is useful because it gives each country/ city indications about what can be learnt from the other. Possibly the main important lesson is that automobility planning still make the development of sustainable urban transport a distant goal.

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ASSESSING POTENTIAL USERS' PERCEPTION OF MANAGED LANES

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In recent years, there is a worldwide-renewed interest in road pricing due to financial constraints on transportation infrastructure and advocacy of sustainable development. After the success of several pilot projects, many states across the U.S. have been considering implementation of pricing projects.

Decisions on project implementation require a variety of information. One of such is users' perception of the type of project being considered. To assist project planning, a stated preference survey was conducted in early 2004 in the Dallas/ Fort Worth metropolex where the concept of managed lanes, a version of road pricing applications, is being introduced. Unlike most previous studies, this research explores potential users' perception of managed lanes. Specifically, it focuses on time values of Single-Occupancy-Vehicles (SOVs), High-Occupancy-Vehicles (HOVs), transit, and commercial vehicle users who are interested in participating in transportation investment decision-making. In addition, the study investigates these users' willingness to pay for the use of managed lanes and their perceptions of the best use of toll revenue, as well as their willingness to pay for more predictable travel timesavings.

Results of survey data analysis indicate that more people will be willing to use managed lanes when time saving is high. However, time values of those potential users are low as compared to their income levels. In addition, few will be willing to pay more than $3 regardless of time saving magnitude. The data also show that higher toll generally causes a shift from SOVs to HOVs and transit vehicles, and from

managed lanes to general-purpose lanes. Moreover, the analysis reveal that the majority of survey participants will not be willing to pay a higher toll for stabilizing time savings. There is a range of suggestions for the best use of toll revenues. Implications of the findings are discussed.

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DESIGNING LOCAL STREET SPACING USING GREY PROGRAMMING UNDER UNCERTAINTY

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Local street systems comprise networks of collectors and alleys in a block bounded by arterials. This study develops a model for analyzing the spacing design of local streets. The model is designed as a multi-objective grey integer programming, which considers three objectives: accessibility, mobility, and safety. Constraints include travel demand, passage of emergency vehicles, evacuation of people, influence of noise on residents, and dimension regulation of architectural base. Since planning work is filled with uncertainties, the model parameters and decision variables are both grey numbers, and represent possible ranges rather than crisp values. The Grey Integer TOPSIS approach was applied for solving the developed model. A mixed-use block in Dan-hai New Town is explored as a case study for verifying the applicability of model to practical works. The case study is also used to analyze the influences of traffic calming measures on spacing design for identifying model characteristics.

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WHO CAN TRAVEL? WHO RECEIVES ACCESS? REFLECTIONS ON THE DISTRIBUTION OF THE 'TRANSPORTATION GOOD'.

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Transportation has become a good of vital importance in contemporary, highly mobile, societies. Like health and education, transportation is a scarce good that is being distributed in a particular way. However, unlike the former goods, the distribution of the 'transportation good' has hardly received any systematic attention. There is both a lack of understanding of how the good is actually being distributed, as well as a lack of philosophical reflection on how the good should be distributed. I will address both issues in search for a just distributive principle for the transportation good. *I will* start with an analysis of the 'transportation good' and address the question which good is actually being distributed. Here, opinions diverge. Based on a wide array of philosophical perspectives, professional traditions, political orientations and policy lines, three conceptualizations of the transportation good can be distinguished. The first conceptualization equates the transportation good with mobility opportunities, which refers to the possibilities of a person to travel through space or – more poetic – to overcome the constraints of geography. The second one views the good in terms of accessibility opportunities, which links mobility opportunities with the distribution of origins and destinations over space. The third conceptualization is the most radical. It paradoxically equates the transportation good with proximity opportunities – the opportunities of a person to fulfill his/her needs with as little transport as possible. I will continue my argument with a short analysis on how the transportation good is currently being distributed. I will show that the distribution hardly reflects the relatively neat principles of distributions found in the fields of health and education. Here, distributive principles like need and simple equality guide the allocation of the good. By contrast, the transportation good as such is not distributed at all. Rather, the distribution of diverse components of the good (e.g. roads, cars, gasoline, parking places, bicycle lanes, public transport services) is guided by a wide variety of principles (e.g. demand, market, need). The result can be observed in daily practice: an unfair distribution of the transportation good however defined. Finally, I will make a first step in the search for an overarching and just distributive principle for the transportation good. I will do so by analyzing some everyday examples of the ways in which transport-related goods are currently being distributed. Each of the examples will be scrutinized using a number of classical approaches to social justice. Based on this, I will shed a first light on a possible just distributive principle for the transportation good.

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ADDRESSING THE CHALLENGES OF ACCESSING NON-WORK RELATED ACTIVITIES BY TRANSPORT DISADVANTAGED WOMEN IN QUEBEC CITY

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Access does not merely allow one to get from one place to another. It equally conditions an individual's participation in society. An innovative methodology, mixing qualitative and quantitative within a GIS environment, was developed to capture how perceptions, the environment, and the public transportation system shape the activity spaces of low-income women in Quebec City, Canada. Several

focus groups were held where women mapped their activity spaces and discussed their mobility constraints. The intent is to explore the "whys" behind the trips made, and the constraints that prevent certain desired trips from being made. Emphasis is placed on understanding the purpose and value attributed by the focus group women to certain activities, and documenting the ways in which transport and land-use decisions foster feelings of social exclusion.

The work presented here takes the next step by providing a larger context in which we can further examine the relationship between transport and social exclusion by using Quebec's 2001 O-D survey of 27,000 households. The travel patterns of women who can be classified as transport disadvantaged (N=4047) are used to validate the accessibility challenges which were identified in the earlier focus group discussions. To what degree can the larger data set support the focus group findings and vise versa? Do transport disadvantaged women make shorter trips and fewer shopping and leisure trips? Why? And, does proximity to a metro bus line improve access for transit dependent women? Regression models and a spatial analysis are used to address these questions. The mixed-methodology used in this study is appropriate for populations that are often invisible or underrepresented in travel behavior studies that utilize traditional data collection methodologies like that of a daily activity diary over multiple days. Responding to the complex mobility needs of today, transportation planning researchers and policy makers must develop a wider-angle lens of measuring action and activity space/time. Would not the urban system be better governed if the networks were conceived to include not just road and bus networks, but also the spatio-temporal networks constructed by low-income people, as they organize their activities? Our study attempts to show the value gained in doing this.

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THE CHALLENGES OF FINANCING MUNICIPAL INFRASTRUCTURE PROVISION IN AFRICAN CITIES

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Experience across the continent of Africa shows that fast urbanization has led to high infrastructure needs but sadly most countries have been unable to deliver the required needs due to lack of financial resources. Many cities have poorly developed water supplies, sanitation is rudimentary, power cuts are endemic and the majority of the people live in squatter settlements. However, it is known that infrastructure projects in the cities across Africa are important and desperately needed, and they are a sine qua non for growth in any country. Infrastructure is really the building blocks of sustained economic development. In this paper we explore how African countries have fared in mobilizing public finance for city and municipal infrastructure development through public and private finance; the challenges faced and the way forward.

All in all, municipalities must confront a four part agenda in order to provide adequate infrastructure: First, they must manage available resources more efficiently and more responsively. Second, they must be advocates for reforms in intergovernmental fiscal relationships so that functional responsibilities are clearly

defined and revenue sources are adequate. Third, they must mobilize new resources and increase their capacity to borrow responsibly for investments in local services. And fourth, they must seek ways of attracting private participation in the financing and delivery of public services.

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EFFECTS OF GREAT TRANSPORTATION EQUIPMENTS ON PUBLIC SPACE / THE SUBURBAN TRAIN OF THE METROPOLITAN AREA OF MEXICO CITY

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Presentation of the problematic.

Last october works began for the construction of the suburban train for the north-west side of the metropolitan area of Mexico City. This transport equipment will satisfy a population of about three million people. The first step will have 25 km (15,5 miles) and five stations, called line Buenavista-Cuautitlán. Although the subway of Mexico City opened in 1968, this is the first time that such an equipment covers the suburbia. There are considerations to cover all the metropolitan area that will reduce the problems of public transportation.

This transport equipment will use the old tracks that go through industrial service yards, and the stations will be located in the cross roads with streets that have similar land uses. This urban environment of low intensity of use will change dramatically with the construction of new train stations because of the affluence of people and the diversity of activities that they will attract.

In the case of the subway of Mexico City the effects of the stations on the urban environment were disastrous. The proliferation of buses and taxis with no planning to aboard them, and the emergence of the informal commerce with plenty of stacks on the side walks, and all the problems that derivated diminished the quality and value of the public space. There is a perception in the people that *living or* working near these stations is no convinient.

With the suburban train there is an opportunity to generate high quality public spaces if the negative factors are taken off the road when planning the urban environment of the stations.

Objectives

The integration of the multiplicity of factors that counts in the spaces of great affluence of people, to obtain through the urban planning and design friendly and functional spaces.

To get the involvement of the community that lives in the neighborhoods of the train stations, through the diversity of people, to obtain a feeling of identity in the new public spaces.

Analysis of the issues.

- Urban functions.- To work out which are the urban activities and their interweaving, like transport intercourse (pedestrian, buses, taxis), commerce, and services.
- Environmental considerations.- To determinate wich are the elements to prevent the damage of the urban environment; reffering to air and sound pollution, trash collecting, and alike.
- Psycological factors.- To determinate how the involvement of the community that lives in the sorroundings can get an identification in the public space of the new transport equipment.

• Aesthetics.- To determinate wich are the physical elements and their interrelations to create an aesthetic value in the public space.

Proposals.

The integration in the planning process of the concepts of diversity and multiplicity.

To generate public spaces of high quality in the surroundings in each one of the five train stations through the urban design, so that the places will be of success.

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LOCAL INFRASTRUCTURE PROVISION IN MALAYSIA: PROPOSING AN INTERGRATED MODEL FOR LOCAL INFRASTRUCTURE PROVISION

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"Drawn from an almost completed dissertation"

The rapid urbanisation which takes place at local level have definitely put pressure on the demand for adequate and timely provision of infrastructure. The provision of local infrastructure and services are very costly and demands a huge allocation to finance its provision. In most countries, the local authorities are increasingly finding themselves facing a shortage of fund to provide the necessary infrastructure. Due to the rising cost of infrastructure, there is a paradigm shift from the public sector to private sector provision of infrastructure. Therefore, local authority needs to identify ways to encourage private sector, specifically the private property developers to do so. The private sector involvement can be an alternative approach to finance the infrastructure provision. This scenario has also encouraged local authorities to look into the ways of how the private sector can be involved to secure adequate provision. Under the present development control system, the development plans system might be seem as an effective alternative to secure infrastructure facilities. Therefore, an effective development approval system is required to secure an adequate infrastructure provision in local authority. Based on the study findings (Total respondents; Local authority N=22 and N=15 Prominent property developers those involved with off-site infrastructure provision). The study revealed that the present practice of local infrastructure provision would further squeeze local authorities financially. Local infrastructure provision is not only a costly responsibility but more importantly it entails several financial implications. To resolve these undoubtedly problems it is suggested that an integrated model of local infrastructure provision needs to be adopted. It is based on the costs-sharing concept amongst the users of infrastructures by adopting and integrating the improved framework of development control system in the country. The model also stresses on the need to rely privatisation as the main source of financing the local infrastructure. In addition, the model also incorporates improvement in the development control system as an important element. This paper first reviews the different approaches to facilitate local infrastructure, then examines options for both public and private funding. It then explores the role of external organisations that might assist in progressive improvement of local infrastructure. The paper concludes with a short summary of key issues in local infrastructure and propose a model for local infrastructure provision.

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CENTRALITY AND CONNECTIVITY IN PUBLIC TRANSPORT NETWORKS AND THEIR SIGNIFICANCE FOR TRANSPORT SUSTAINABILITY IN CITIES

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The promotion of public transport as a backbone of mobility in urban agglomerations, or at least as an alternative to the dominance of the automobile, has become a prominent policy focus in most large cities around the world. However, while some cities have been successful in shifting car journeys onto rail and buses, others are struggling despite considerable effort to make public transport more attractive.

This paper provides a brief overview of success factors for public transport and then takes the configuration of public transport networks as a vantage point for policy evaluation. The development of centrality and connectivity indicators for the public transport networks of Melbourne, Milano, Barcelona and Hamburg delivers an instrument for assessing the congruence of the systems with the geographical structure of central areas and urban activities in these cities. It is hypothesised that a higher number of convenient transfer points and a choice of routes to users (network connectivity), as well as a high degree of spatial overlap and integration between public transport infrastructure and urban activity centres and corridors (centrality of facilities) will lead to a greater role for public transport in the mobility patterns of the city as a whole.

The paper will then look at current strategies for public transport improvements in the four cities and quantify their impact on network connectivity and centrality. It will further introduce a planning tool for central areas, both inner urban and suburban, based on these indicators to categorise public transport access and service quality at a local level, and to evaluate and prioritise measures of improvement.

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RELATIONSHIP BETWEEN LAND USE, MOBILITY, ACCESSIBILITY AND TRANSPORT DEMAND IN THE CZECH REPUBLIC

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Studies of the factors affecting local decision-making processes for planning are being carried out in South Moravia, supported by methodologies for integrating land use and transport planning.

Urban sprawl and current unsatisfactory state of traffic in historical East and Central European cities has a number of causes. One of them is the discrepancy between the layout of the urban structure and the present-day requirements made by the volume of traffic. The physical environment of Czech towns and cities was formed for less demanding modes of traffic. Other traffic problems are caused by the distribution of urban activities, which is unsuitable at the present time, this distribution having been strongly affected by the strict segregation of functions. As a result, the origins and terminations of traffic have been spread throughout a large area, this results in an enormous growth of internal urban traffic. The current state is also due to a predominantly pure technically oriented solution to this problem that showed no respect for urban and environmental requirements.

The enormous increase of traffic in the Czech towns means more mobility for its inhabitants and higher intensity of residential distribution of functions, at the same time however it also created a series of conflicting situations in people's every day life, it disturbed their living environment, it disturbed the towns as entities and their working ability.

The experience from the control of traffic and from planning the development of towns demonstrate that ensuring the harmony between the traffic and the town represents one of the most serious problems of contemporary Czech communal policy. This problem involves two levels of treatment. On the social level it is a question the social, economic and cultural problems of the process of town planning, of the possibility to control this process and in this way also of its influencing the growth of towns. Further more it is a question of value orientation in the approach of society to economic development, to protection and creation of the living environment and to the development of traffic. On the level of control of the operation and development of the town it is then a question of selecting the optimum traffic system, of ensuring the safe traffic and of removing the negative influences of traffic on the urban environment. It is especially possible in case of ensuring the harmony between the town structure and the traffic network, between a good organization of the operational exploitation and the preservation of an acceptable level of urban environment on the given territory.

The basic requirement for a purposive planning process is the understanding of the multi-layered mechanism of transport and its effects on the urban structure. Over the last decades, basic research has gained a better understanding for the regularities and cause/effect relationships in respect to mobility, urban development and transport. Of particular interest was the complex, dynamic and time lag determined connections between traffic, land-use, urban planning and the effects for the environment.

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JUST PRICING: TRANSPORT FINANCE AND IMPOVERISHED COMMUNITIES

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Those who oppose congestion pricing on highways frequently argue that low-income, urban residents will suffer disproportionately if they must pay to use congested freeways, either through higher out-of-pocket costs for travel and/or by diverting, delaying, or discontinuing trips. Too often, however, this assertion is made in the abstract, without considering 1) how much impoverished residents currently pay for transportation in fuel and sales taxes or 2) how much impoverished residents would pay for highway infrastructure under an alternative revenue-generating schema, such as an increased sales tax to pay for transportation projects. In this paper, we compare the cost burden of an existing value-priced facility on State Route 91 (SR91) in Orange County, California under its value-pricing approach with the cost burden under a hypothetical local option sales tax so commonly employed elsewhere. We used Consumer Expenditure Survey data and user information from the SR91 to model expenditures by income group. From these models, we estimate the cost burden by income group for both sales taxes and congestion charges. We find that although the sales tax spreads the costs of transportation facilities across a large number of people, it redistributes revenues from less affluent residents to those with higher incomes, and from persons of color to white motorists. Given these results, general consumption taxes to fund highway improvements conflict with both environmental and equity improvements in transport policy and finance.

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SMALL AIRPORTS IN GREECE: PROSPECTS AND CHALLENGES

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The paper seeks to identify the role of small airports in Greece. Because of the geographical structure and relief of the country, there are a lot of small airports servicing amongst other areas the islands of the Aegean archipelago. The paper suggests that airports in the small and medium sized cities in the Greek periphery, most of which are located in a relatively small distance from the main international airports, are now mainly operated for tourism. Is only this, however, the destiny of these airports? Tourism should undoubtedly be catered for, as it represents one of

the main sources of income and a major industry in the country. The paper states that except of the tourism usage of airports, if there is a need for other (business oriented) external flights, or for distant internal tourism, then small airports could be used as a basis for aircraft- pooling whereby combined flights could be organized. Local authorities should therefore aim not only for the establishment of good airports in their areas, and for tourism promotion of their regions, but also for the creation of the terms under which the entrepreneurial community could be facilitated in its international links. The paper draws from the planning experience of the airports of the region of Peloponnese and from a good knowledge of a multitude of other small airports especially those of the region of Thessaly.

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PEDESTRIAN SAFETY AMONG THE ELDERLY IN FLORIDA

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Little research has been conducted on the connection between pedestrian safety and the needs of elderly pedestrians. This paper will discuss the challenges to elderly pedestrians in engaging in daily activities due the land use and transportation systems in Florida. The state of Florida is a logical place to understand pedestrian safety among the elderly. The state has a large elderly population and is consistently among the states with the higher number and rate of pedestrian injuries and fatalities; the rate in is significantly higher than the national average (2.94 vs. 1.63 per 100,000 in population in 2003). Nationally, older adults are overrepresented among the population injured and killed as pedestrians. Nationally, persons age 65 and above represent about 12% of the population and 16% of pedestrian fatalities. Florida has the highest proportion of elderly populations of any state with 22.5% of the population over age 60 and 17.6% over 65. This

presentation will outline nature of the pedestrian problem among the elderly in Florida. Two major methods will be used to understand the nature of pedestrian injuries and fatalities in Florida. Statewide crash data will be analyzed to understand the overall patterns of injuries and fatalities among elderly pedestrians. Then several counties have been selected for a Geographic Information Systems (GIS) analysis, based upon the availability of data, to understand the spatial distribution of crashes and their connection to concentrations of elderly populations and the services they use an a routine basis. A review of existing research and a critical analysis of it will be completed followed by an analysis of the location of pedestrian and bicycle crashes in several Florida counties with large populations, including Miami-Dade, Broward, Hillsborough (Tampa), Palm Beach, Orange and Duval (Jacksonville). The theory that higher rates of pedestrian crashes will be associated with populations of elderly pedestrians and lower automobile ownership rates. Additionally, the proximity to shopping opportunities and other daily activities will be explored to explain the location of pedestrian crashes. Finally, issues in interpreting the results will be discussed.

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IT'S NOT WORTH THE TRIP: JOB SPRAWL, JOB INSECURITY, AND EXCESS COMMUTING IN MEXICO CITY, LOS ANGELES, AND NEW YORK

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Theories of urban structure have shifted from a focus on the monocentric city, to the polycentric city, to what might be called the noncentric city in this era of job sprawl (Glaeser, Kahn, & Chu, 2001). Earlier research on sprawl suggests that to the extent that it leads to the co-location of jobs and housing, commutes may shorten (Levinson & Kumar, 1997). Thus, sprawl, to the extent that it permits more mixing, may well reduce excess commuting (Giuliano & Small, 1993). Yet, since the types of jobs that are growing rapidly in the outer ring tend to be low-wage jobs with few

benefits, it may not be economically rational to trade a shorter commute for greater job proximity. This paper explores this question using the cases of Mexico City, Los Angeles, and New York, three city-regions with contrasting levels of job centralization. Using long-form census data (Public Use Microdata Sample) from the U.S. and Mexico, we determine first the extent of excess commuting in different rings of the three regions. Next, we use multivariate regression to analyze how job sprawl affects excess commuting. Finally, we look at the relationship between commute and job quality. Our findings have implication for land use, transportation, and economic development policy.

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ROLE OF MOTORCYCLES IN INTEGRATED TRANSPORT POLICIES IN BANDUNG

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Improvement of public transport services in developing countries is a subject of current concern. Increased the use of motorcycles for public transport (MPT) in many cities of the developing countries, while attractive for individuals, might not be desirable for cities as a whole. Improvement of public transport services in these cities is very important. The services of commercial motorcycles has existed for many years in most of the third world cities. Although the operation of these services is generally outside public control, the services have proved to be useful, not only in providing the necessary public transport services, but also in providing income opportunities as a main job or as side income jobs to low income labor. Many studies have shown that governments tend to be biased against MPT because of their preferences for more conventional types of public transport services, and because of their inability to control or regulate the commercial motorcycle public transport systems. Conflict and competition often occur between the MPT and conventional public transport service, with the former at the losing end because of government's preference of the latter.

This paper explores the issues of integration of MPT and the conventional bus services looking at the functional, the organizational, and the transit management levels. Using Bandung, Indonesia as a case study, we showed that MPT could function with the conventional bus system to serve the city's public transport needs. A combination of the unified and the modal transit management strategies was found to be the most attractive. In conclusion, it was suggested that MPT ownership should stay in the private sector while the bus service could either be in theprivate or public sector; each has its own advantages and disadvantages.

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ASSESSING THE DEVELOPMENT AND IMPLEMENTATION OF PLANNING SUPPORT SYSTEMS IN THE FIELD OF INTEGRATING LAND USE AND TRANSPORT PLANNING: A FIRST STEP TOWARDS A USER ORIENTED PARTICIPATORY PSS DEVELOPMENT

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Sustainability is a societal and political goal which has received an ever increasing attention since the publication of the Brundtland report in 1987. In the field of (urban) planning, there is a strong believe in the potential for sustainability in the integration of land use and transport strategic planning.

Several attempts were made in the Netherlands to support and facilitate this integration in practice through a method that linked both processes. Many of them were founded on existing and newly developed applications based on (often advanced) GIS techniques.

Recent studies on the implementation of general Planning Support Systems (PSS) has shown that many applications are developed, but most of them are not implemented in daily planning practice. Questioning a global network of PSS developers and users some general bottlenecks were found that block widespread use in planning practice. The three most crucial ones were; little awareness, lack of experience and low user friendliness. (Dutch) PSS and planning methods aiming to integrate land use and transport planning are criticized for not being able to break down the institutional barriers throughout the planning pocess.

The role of planners has changed dramatically in the last decades but the development of computer-based planning support methods has not followed this change. The methods are not structured by the interactive, multi-actor practice, they are still too sectoral and not aimed at early phases of the process, where the most potential for successful integration is.

This paper describes the assessment of the implementation of the planning support methods for the integration of land use and transport planning processes in the Netherlands. The goal of it is to gain insight in the success and failure factors of the design and implementation of such methods in this specific field of planning. After the selection of relevant methods, the users and developers are questioned on the strengths and weaknesses of the method and its development.

This then, should be the only right starting point of a PSS development "with" instead of "for" the future users whose daily practice is influenced by such a PSS.

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A QUASI-EXPERIMENTAL DESIGN APPROACH TO EVALUATING EMPLOYMENT OUTCOMES EXPERIENCED BY TRANSIT RIDERS

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Many authors have underscored the importance of transportation for low-income workers in seeking and maintaining steady employment. A number of earlier studies had had shown that there are substantial gaps in the ability of existing transit services in the U.S. to address the commuting needs of low-income workers (for example, Coulton, et al., 1999 and Thakuriah, et al. 1999. Additional research have examined the effect of transportation on employment-related outcome measures such as transition to work or job tenure (Sanchez, et al, 2002, Thakuriah, et al., 2000). Such concerns have led to a variety of job access and low-income employment transportation programs including the federal Job Access and Reverse Commute (JARC) program.

This paper will use a unique dataset of transit riders collected from 23 locations, which have received funding to operate services from the JARC program in the US. Earlier research (Thakuriah, 2005) showed that no single outcome measure is adequate to evaluate the effectiveness of transit projects in all localities. The differences in performance of the 23 different transit projects on the outcome measures indicate that there are large site-to-site differences in local labor market

conditions (such as employment rates) and travel conditions. The proposed paper will extend this general area of research by attempting to answer the following question: how do the outcomes of the users of the federally funded transit projects compare to the outcomes of similar individuals who did not have access to such services? The objective of the proposed paper would be to further evaluate outcomes (such as wages and employment status) experienced by riders by using non-experimental, propensity score matching methods on the dataset of riders collected from the 23-sites with comparison units from publicly available U.S. Census and related data. The paper will focus on covariates on which to match and will also compare the results obtained regarding the evaluation question obtained from different types of matching techniques. The paper will conclude with policy implications regarding the future of such specially targeted job access transportation programs in an era of rapidly urbanizing conditions worldwide and increasing decentralization of jobs, making access conditions difficult for the workforce.

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GOING PUBLIC: THE EVOLUTION OF MASS TRANSIT INFRASTRUCTURE FINANCE IN BANGKOK

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Ambitious proposals for mass transit infrastructure in Thailand's capital, Bangkok, have been made since the early 1970s. However, it wasn't until 1999 that the first mass transit system, two lines of elevated heavy rail, began carrying passengers. This was followed in 2004 by the opening of a subway system. The total length of the two systems is forty-four kilometers, a mere fraction of the numerous proposals made over decades. A major reason for the low level of mass transit infrastructure provision in Bangkok has been unwillingness among virtually all levels of government in Thailand to commit public resources to infrastructure in the metropolitan area. Instead, the focus has been on distributing public resources to small scale projects dispersed around the nation (in rural areas and small urban centers), while relying on private corporations to provide public infrastructure to Bangkok. This consensus favoring private goods over public infrastructure has been supported by Thailand's governments, which are comprised largely of businessmen, and has been largely supported by global neo-liberal institutions such as the World Bank. In terms of the transport sector, the reluctance to commit public resources to mass transit has been supported by transport economists who generally discourage large government investments in mass transit infrastructure, and particularly in passenger rail services. In spite of the difficulties inherent to private investment in mass

transit infrastructure, numerous private sector-led mass transit projects were initiated and in some cases began construction during an economic boom between the late 1980s and the late 1990s. However, problems arising from the reliance on private sector financing of mass transit, combined with the widely apparent benefits of the systems which began operations in 1999 and 2004, have led to a reassessment of public and private roles in mass transit finance. There is a growing consensus amongst Thailand's government and planners that greater public involvement in mass transit (and in other aspects of urban life) is necessary and desirable. Under the leadership of a new prime minister elected in 2001, Thailand's government has begun committing to taking on greater roles in the finance (and operations) of mass transit.

This paper documents processes and identifies the reasons for the apparent shift from private to public through a review of planning documents, analysis of statements made by government representatives in the news media, and through interviews (to be conducted in May/June 2006) with government representatives. The analysis is situated within wider debates about the public provision of infrastructure and city planning for developing world countries undergoing rapid industrialization.

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THE SOCIAL BACKGROUND OF TRAVEL CHOICES. CONTRIBUTION TO THE LAND USE AND TRANSPORT RESEARCH

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The effects of land use on travel behaviour have drawn the interest of the academic community in the last 15 years. Up to now studies have mainly focused on the urban macro-scale (jobs and housing density, mix if land uses, allocation of centers) and its relation to travel choices (see f.e Newman and Kennworthy, 1989). Far less attention has been paid to the effects of the urban micro-scale characteristics. The small number of studies in this field of research have examined the way that some urban design characteristics (road and pavement width, grid or curvilinear network, street furniture etc) affects travel choices and especially cycling and walking (see f.e. Cervero and Kockelman, 1997). However, the societal context in which these relations develop is not examined.

This paper aims to contribute in this field of urban planning theory and practice, through a new methodological approach: the correlation of "green" travel choices (walking and cycling) with urban and social parameters. The hypothesis to be

examined is that walking and cycling as transport means comprise characteristics and qualities relevant to the urban environment and referring to the societal context of the city. They allow unplanned socializing to occur, they facilitate urban experiences not feasible for the car user, and they support as well as derive from land use variety in micro-scale, vivid and livable streets. This assumption has been studied in the study cases of Karditsa and Tricalla, two medium-sized Greek cities. Travel surveys (traffic counts, o-d surveys, social surveys and examination of cyclists and pedestrians' behaviour through "moving observers") have been used as primary data in order to evaluate the above hypothesis.

Through these qualitative and quantitative correlations, the social, urban form and traffic preconditions of walking and cycling have been explored. As for the social preconditions, we refer to the societal context of the city, the relationship between density, quality of urban environment and social cohesion. As for the urban form characteristics, we aim to show that the matter of density and mix of land uses is not only quantitative: it should be examined in the "microscale", in correlation to the livability of streets (see Jacobs, 1961). Traffic preconditions refer to the threshold of car traffic, low traffic volumes which allow ambient environmental conditions and the coexistence of cyclists and pedestrians with the general traffic, as well as the sociability of streets (see also Appleyard, 1981). Finally, the most important argument of the paper will inscribe in the societal background of travel choices: they are not just the product of urban and transport planning, but are strongly influenced by social environment.

The key data resources are drawn from the postdoctoral dissertation in the works of Dr. Nikos Barbopoulos, supervised by Thanos Vlastos (presenting and primary author), and the theoretical framework is drawn from the approved doctoral dissertation of Dimitris Milakis, also supervised by Thanos Vlastos.

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NEW INSTITUTIONAL ECONOMICS & INFRASTRUCTURE COSTS

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Planning academics sense the relevance of institutionalism to discourse and practice. Few, however, accept the methods or test the substantive content of the economic brand of institutionalism. This paper explores the strengths and limitations of new institutional economics, with its focus on property rights and transaction costs, as a framework for interpreting and enhancing implementation. In particular, a transaction cost analysis of two forms of contract governing highway project delivery is shown to enlighten concerns raised by Flyvbjerg (et. al., 2002) and Wachs (1990) regarding the systematic underestimation of costs in the transportation sector.

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USING GIS TO EXAMINE STREET PATTERNS

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Street network and street design are given increased attention in urban planning because of the growing awareness of the relationship between built environment and physical activity (i.e. walk, bicycling, etc.). This poster demonstrates an application of GIS method in characterizing street patterns. It presents a summary of indicators developed/used in existing studies in measuring the levels of street interconnectedness and continuity (Kansky 1963). It describes a method of using ArcView Avenue script to automate the construction of several street pattern indicators.

The GIS-based method is applied to a study of street patterns in Portland MSA, OR. The street patterns are examined at two scales: the community and neighborhood. Different types of street networks, i.e. grid, loop, cul-de-sac, are compared both graphically and in terms of those street indicators. Street pattern indictors are also related to traffic measures and neighborhood housing and socioeconomic measures to examine relationship between the built environment and social/economic conditions.

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THE BUILT ENVIRONMENT AND MOTOR VEHICLE OWNERSHIP AND USE: EVIDENCE FROM SANTIAGO DE CHILE

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This paper will examine the role that the built environment – both micro-scale "neighborhood" design characteristics and meso-scale relative location – play in

influencing motor vehicle ownership and use in a rapidly motorizing, developing city context: Santiago de Chile. The paper will first answer the question, what role, if any, do factors such as dwelling unit density, land use mix, street design, and proximity to public transportation stations play in determining household motor vehicle ownership? The question will be answered by specification and estimation of a multinomial logit model of vehicle choice. The paper will then turn to a second-stage question: what role does the built environment play on household automobile use? This question will be answered by specification and estimation of an ordinary least squares regression model, predicting the amount of total household automobile use (measured by distances traveled on a given day). The two models are explicitly linked via the use of the "selectivity bias correction factor" (e.g., Train, 1986).

The data used to answer these questions come from a 2001 household travel survey, including 15,000 households interviewed during various times of the year (e.g., weekday, weekend, summer). Information to characterize the built environment will be derived from property and business tax information (for 2001), to derive relevant metrics such as dwelling unit density and land use mix, and from infrastructure and land coverage maps, to derive metrics reflecting street design, block morphology, etc.

This paper will make several important contributions to the continuously active research area focusing on the built environment and travel behavior. First, the paper will look specifically at vehicle use (as opposed to mode choice or trip rate) which, arguably, is the indicator ultimately most important from a public policy perspective. Past researchers have focused on the influence of the built environment on this particular variable (e.g., Cervero and Kockelman, 1997), but without explicitly making the link to household motor vehicle ownership. Others (e.g., Hess et al, 2002) have looked specifically at the neighborhood influence on household motor vehicle ownership, but without the explicit link to vehicle use. Those researchers that have explicitly looked at the linked ownership and use models (e.g., Kitamura et al, 2001) have used incomplete built environment measures. Perhaps most importantly, however, this paper will explore the effects in a developing city, allowing us to better understand the potential for urban planning and design to influence motor vehicle ownership and use in such a dynamic context.

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TRAVELER BEHAVIORAL RESPONSE TO REAL-TIME BUS INFORMATION

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Real-time Transit Information Systems, a subset of Advanced Traveler Information Systems (ATIS), provide transit users with real-time transit information, such as the

anticipated arrival time of the next bus or train. Such an information system is expected to not only increase the adherence of current users by reducing their time cost, but also positively change non-users' attitude towards public transportation. As more and more systems are being deployed, a fundamental question will be brought forward – what is the traveler response to these systems? The answer to this question directly determines the assessment of costs and benefits of the system. Numerous studies have focused on traveler response to auto-related ATIS (e.g. In-Vehicle Information Systems that provide navigation and advisory information to drivers while they are driving). In comparison, despite the deployment of an increasing number of real-time transit information systems, strikingly few studies have been undertaken to investigate the behavioral effects of transit-related ATIS. This paper is an initial effort to understand how travelers react to real-time bus arrival information and what the costs and benefits of this kind of information systems are. We develop a series of research questions about the characteristics of users, typology of users' responses, and socioeconomic consequences of travel behavioral changes, and construct theoretical and methodological frameworks to address these questions.

University of Maryland, College Park is deploying a real-time bus arrival information system for the school shuttle service. Real-time shuttle arrival data will be disseminated through on-site kiosks, Internet, and mobile phones. This provides a great opportunity for undertaking a quasi-experimental study to examine users' behavioral change. The paper describes the quantitative and qualitative components of an ongoing case study aimed at addressing our research questions empirically. These components include interviews with key experts such as the director of shuttle service and relevant faculty members, focus groups of shuttle riders before and after the deployment of the real-time bus information system, and pre- and post-deployment surveys of shuttle riders. Data collected through these surveys will be analyzed through statistical comparison and modeling.

This abstract is drawn from an in-process dissertation proposal. My advisor is Prof. Qing Shen. His email is qshen@umd.edu.

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TRANSIT-ORIENTED DEVELOPMENT IN HONG KONG, TAIPEI, AND MAINLAND CHINA

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Rapid mass transit (e.g., subway, light rail, and rapid bus) not only provides a major means to accommodate urban travel but also plays an important role in shaping urban development. Transit Oriented Development (TOD) refers to specific strategies to integrate transit and urban development by focusing on the vicinity of transit stations through innovative partnership between the public and private sectors. While the term "TOD" was first coined and formally conceptualized in North America in the early 1990's, the TOD practice has a long history and its principles are gaining increasing popularity worldwide.

Scholars have reported numerous cases of success throughout the world, including those in European cities and in South America. In Asia, the three well known examples are Hong Kong, Singapore and Tokyo. In North America, the TOD practice in Toronto, San Francisco, and Washington, D.C. has remarkable records. In contrast, few have studied the current practice and future potential of TOD in Chinese cities, despite that there having been major investments in rapid mass transit in China in the past decade. For instance, ten large cities in the Mainland China have or are building rail transit systems and seven additional cities have announced their transit plans. Furthermore, questions remain on whether the TOD ideas and principles are applicable to the Chinese context because they are mostly developed based on the North American and European experience.

This paper reports study findings of a project on the TOD experience in Hong Kong, Taipei, and three mainland Chinese cities (Guangzhou, Shanghai, and Beijing). The study method includes three major parts: 1. review of the literature on the TOD experience in the selected cities (most of the literature is available only in Chinese); 2. Interview of the individuals representing transit agencies, government officials, and scholars from those cities; and 3. Field visits of the best practice of TOD projects in those cities. Hong Kong and Taipei are studied as reference cases along with the mainland cases because they share common cultural traditions but differ in economic and political settings. It is confirmed from the study that there are more differences than similarities in TOD experience between these Chinese cities and the North American cities. The differences exist in terms of TOD conceptualization, anticipated benefits, and performance, while there are similar institutional and financial barriers in practicing TOD. Based on the study findings, a TOD framework more applicable to the Chinese context is being proposed for the purpose of providing relevant guidance to TOD practice in other Chinese cities. Lessons learnt from the study are also valuable references to the cities in Asia and other parts of the world where new systems of rapid mass transit are being formulated as a major part of their regional transportation plan.

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PLANNING TOOLS TO PROTECT BORDER AREA INFRASTRUCTURE

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Border areas represent portals between cities, regions, states, and countries through which people, materials, and services flow. Border areas have gained new prominence because of their role in security and vulnerability to natural hazards. Functional and land use aspects of infrastructure supporting border areas are critical to understanding the vulnerability of border areas, since border functions are dependent on such infrastructure. The characteristics and behavior of the infrastructure in these areas generally have not been an explicit concern of planning per se, because they have been under the purview of specialized disciplines. One set of characteristics, the extent to which infrastructures are concentrated within border areas, is an important indication of the vulnerability of those borders. For example, half of the electric power facilities, oil refineries, pipelines, and transit facilities are concentrated in fewer than a dozen states (Zimmerman 2006; Parfomak 2005). Usage and capacity show similar concentration patterns, in particular, in transportation and energy distribution corridors that connect borders to other areas. Interdependencies among these infrastructures, in particular, where such infrastructures are collocated or are functionally dependent on one another, escalate such vulnerabilities.

This paper provides a planning method and framework for characterizing infrastructure land use in border areas, the role these infrastructures play in supporting border viability, characteristics of infrastructure that contribute to vulnerability, and how these infrastructures also support emergency management functions in times of crisis. Measures of infrastructure concentration are designed for infrastructure at border areas in terms of facilities, capacity, value, and usage. Measures of interdependency (Zimmerman and Restrepo 2006) are also adapted to border infrastructure. These are applied to border area infrastructure at U.S. borders that support air transport, water transport, and energy infrastructure. Demonstrations are presented for electric power and cyber infrastructures supporting oil and gas facilities in the Gulf Coast, airport hubs, and seaports along the eastern U.S. These measures provide tools for planners to target areas of vulnerability and design risk management options for both security and natural hazards planning. This work is supported by several research grants from the U.S. Department of Homeland Security under Grant Numbers N00014-05-1-0630 of the Office of Naval Research through CREATE, USC; 2003-TK-TX-0003, I3P, Dartmouth College; and M9002-F5611, CCPR, NYU. Points of view in this paper are those of the author(s) and do not necessarily represent the views of the U.S. Department of Homeland Security.

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THE HOLISTIC VISION OF THE CITY, A "SINE QUA NON" CONDITION FOR TEACHING IN PLANNING SCHOOLS.

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The current (2005) curricula in the undergraduate program of Urbanism in the UNAM, states that Urban Design offers a short term perspective of physical improvement which brings into play sympathy and acceptance to the process of urban planning while reinforced the sense of identity and place pertinence.

At the same time it plays the role of "leader" of the process of urban development-subject to the successful integration of social components. This way-only- the urban project becomes a space of mediation of converging interests while strengthening territorial identities.

Simultaneously this condition highlights the ethical commitment of the planner to accomplish equivalent voice and representation of all the state holders.

However along the presentation of the content of the curricula it is stated that any prospective teacher needs to have a minimum previous teaching experience, of 5 years but it doesn't says it required a holistic vision of the city. It is never mentioned that such vision is a "sine qua non" condition for teaching in the planning schools.

If planners are expected to shape urban spaces as the Urbanism Program states, and though dialogue, contribute to articulate academic proposals of practitioners, researches and theorists, then we need that the "ethical commitment" should be a practicing reality. If that purpose is to be achieved, the teaching body must be conformed by professionals and technicians with a background in professional practice and or research that makes then capable of understanding the complex way through which urban spaces are built. Such spaces are produced either by professional designers or by the incumbent partners, to resolve a problem of urban planning.

Knowing how to relate needs and demands with real possibilities of the inhabitants and the proposals of those who hold power and technical knowledge, must be the product of professional experience or research, and therefore, such condition must be known by all the teaching body. If such conditions are not assumed by professionals, and inhabitants, urban planning plan design projects are likely to become unviable and may produce a sense of failure and frustration to those who asked for it and conceived them (the citizens, planners or officials), a waste of time and money, due to the lacking of a programmatic vision or because they don't have an adequate sense of timing and opportunity.

A better understanding between population demands, citizens information and executives officials, may be an effective way to build an improved sense of citizenship and to foster an informed, conscious and shared vision of life in cities. All this will contribute to the better training of planning professionals and to build an urban culture geared to quality of people's life.

The advisor of the approved dissertation proposal ((related to the city and its authors training) is PHD Prof. Iesús Aguirre Cárdenas and the email address contact is abenitez@servidor.unam.mx

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URBAN PLANNING PRACTICE AND EDUCATION IN BRAZIL: FROM THE "OLD" COMPREHENSIVENESS TO THE TRANS-DISCIPLINAR APPROACH

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What does urban planning mean? What does urban planning in Brazil mean? What kind of planning education exists in Brazil? Do urban planning practice and education match in Brazil? These are some of the main questions I intend to address in the article, in a historical perspective, since the early sixties, when the first institutionalized Brazilian experience in "urban planning" began, based on the comprehensive planning methodology. Such experience lasted until the end of the seventies. In fact, although many plans were made, the process can be considered unsuccessful as far as their implementation was concerned. That experience in plan making led to the creation, in 1971, of the first graduate course on local planning in Brazil, within a graduate program in engineering. It should emphasize the quantitative nature of planning. The disciplines of urban sociology, economy, history, etc, necessary to the comprehensive character of urban planning, would be taught by lecturers coming from other areas of the university. Conflicts related to the incompatibility between critical analysis and the quantitative approach, has ended in crisis and the consequent redefinition and relocation of the course in the university organization. An assessment of the experiences of both planning practice and education in that period constitute the first part of the article. During most part of the eighties the idea of planning in general and urban planning in particular, was abandoned. It was a moment of (re)democratization of the country when new planning and public administration principles were discussed and incorporated in the 1988 Constitution. Since then, participation became a priority in urban administration through the creation of either deliberative or consultative councils, participatory budgeting, among other forms. Comprehensive and continuous urban analysis and planning were neglected. Neo-liberalism and the idea of strategic planning have also contributed to that. Concomitantly, urban analysis and planning education were changing to introduce the trans-disciplinary approach, which meant to consider besides the historical perspective, the political, the social, the spatial and the environmental dimensions of urban analysis. This means a new form of comprehensiveness, different from the previous one based on disciplines. The ways in which the graduate programs associated to ANPUR (National Association of Urban and Regional Post-graduate and Research Programs – Brazil), and specifically the Graduate Program in Geography of the Federal University of Minas Gerais are incorporating those approaches in their courses curricula will constitute the final part of the article. My hypothesis is that this kind of approach has not been introduced in planning practice in Brazil. The reason for that may be the urgency that characterizes urban administration in the country in the name of either progressive governance or strategic planning. Evidences for that come from a research about the local practice of urban planning in Belo Horizonte, Brazil.

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RELATING PRACTICE TO THEORY IN PLANNING EDUCATION AT HANOI ARCHITECTURAL UNIVERSITY

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In 1986, Vietnam began a major program of reform Doimoi, to modernize its economy. The economic reforms since Doimoi have significantly increased the wealth and prosperity of the nation. With the transition from centrally planned to market economy systems, cities of Vietnam are now facing new chanllenges, including discontinuation of the centralized system of socio-economic planning, decentralization of decision making authority on urban development issues and involvement of civil society and the private sector in local decision-making.

The planning system in Vietnam has three types of plans, which operate at the nation, district/provincial and local level. These are socio-economic, sector and general (detailed) plans. However, all of them are drawn separately. As a result, the planning development does not address the goals of the government and carrying out the urban planning is unfeasible. Furthermore, there are not theirs inadequate participation of citizens and community organization in the planning process.

That's the reason why it is very necessary to renovate the methods, planning process and building up strategies and integrated multi-sector planning in Vietnam.

The Hanoi Architectural University plays a very important role in training urban planners for the country.

In Vietnam context, Hanoi Architectural University have changed the programs of training urban planners. Since the contents of this training include innovative case and experiences, it is suggested that the training program would include modern element of a "teaching and training techniques" for adult education and training.

The training program has been changing drasically very recently and the planning education is also required to reform and change the system and policy. We will propose a new direction of future planning education in Vietnam

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REMAKING PLANNING WITH COMMON TOOLS IN LISBON

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Cross planning structure from past 80 to future XXI

Portugal with his 10 million of inhabitants has Lisbon, the capital, with 2.5 million in the metropolitan area, of polycentric, and radioconcetric genesis. The development is linked to its territorial infrastructuration, attatch to the natural element (in this case, the Tagus river), always present, has in many other European cities who suffer from the same problems.

The implementation of early developed planning tools constitutes Lisbon present Planning System – city and metropolis area – with benefits coming from Physic and Strategic Planning articulation. At several scales, and thought out Top-Down and Bottom-Up approaches, appeared innovative methodologies of participative convergence, as a consequence of 30 years of evolution, decade after decade. Examples are possible to be showed, from the large interventions of renewal process of Parque das Nações (World Exposition Expo98 – 300 hectares), to the urban project of rehabilitation of Chiado (2 hectares). Today the city planning lays in the 5 elements (City of neighborhoods, of innovation, of modernity, of culture, of competitiveness), supported in a global vision for the city – Lisbon 2012, Strategic Vision. The metropolitan area regional plan, tests the flexibility, not yet explored by regional and local authorities, opening the quest for opportunities provided by global economy.

Therefore, this paper aim is to understand the evaluation of the planning tools connected with territory transformations, affecting urban tissue, civic culture, economic dynamics and global competitiveness. This research will focus on strategies articulation between plans typologies and paradigms. It seeks for the understanding how planning systems can achieve success in operations of renewal and rehabilitation of urban units. Overall, by matching recent comprehensive urban theories with Lisbon past decade's practices, set adaptive approaches to regulate future practice.

This research intends to offer a new approach that is able to carry and explore past inherited benefits, aiming to achieve recent global challenges, along with local community needs. For others cities, a good example can be set, if not a reference how adaptative operative tools can be used in a cross root structure, setting an "remaking planning" attitude.

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Planning Systems operative tools can be used in a cross root structure, setting an "remaking planning" attitude

APPLICABILITY OF INTERNATIONAL STANDARDS TO ACCREDITATION OF PLANNING PROGRAMS IN MIDDLE EASTERN UNIVERSITIES

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The paper examines the applicability of accreditation standards set by US Planning Accreditation Board (PAB) to the case of planning programs in the Middle East and more specifically to the case of the United Arab Emirates. The United Arab Emirates University (UAEU) is one of the few universities in the region that have established a planning program and the only institution offering an undergraduate degree. Although PAB does not offer accreditation to planning schools outside North America, the UAEU leaders have expressed their interest in the American model.

To do so the planning department conducted a comparative analysis of planning programs of the fourteen accredited schools in the US offering an undergradu-

ate degree in urban planning. The curriculum set by the UAEU also considers most of the criteria set by PAB and the specific needs of the country.

In terms of content and quality of its planning curriculum, The UAEU has a program that responds to common international standards. However, some standards especially those set by PAB can be a serious impediment to seeking international accreditation. This paper is a contribution to the international dialogue initiated by GPEAN to examine ways to offer accreditation to schools outside North America. The paper also examines the specificities of planning programs housed in Middle Eastern universities and discusses potential solutions which hopefully will be taken into consideration by GPEAN.

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PAB Accrediation Guideline

SHOULD PLANNING EDUCATION INCORPORATE ENTREPRENEURSHIP SKILLS?

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As professional practices in planning are changing so is the planners' image and associated role models. In most countries planning has become more market-driven than government controlled. With public sector employment declining, planners work now increasingly in the private sector or as self-employed consultants. The technically competent planner advising decisionmakers has morphed variably into an urban regeneration specialist, real-estate manager, smart growth facilitator, advocate for minorities, sustainability, and the environment. This broadening of responsibilities requires new skills. For example, in addition to good analysis and communication skills, planners are asked to provide leadership and vision and be able to work effectively in interdisciplinary teams managing complex projects and Albrechts (2005) amongst others has argued that planners must learn to think creatively.

While the planning education literature contains already a discourse on professionally relevant (new) skills and knowledge areas, this paper seeks to further the debate in light of emerging trends in HE and government policies which so far were rarely considered. The creation of knowledge-based or social enterprises is seen as vital to maintain competitiveness and to address social and environmental issues effectively (SBS 2005). Moreover, governments perceive all 21st century graduates "not only to be job-seekers, but also and above all to be job-creators" (Midea 2004). Yet, planning graduates at present consider self-employment merely as a long-term career goal without seeing themselves as entrepreneurs. With a significant overlap in the skills and characteristics of entrepreneurs and those that planners are supposed to acquire: leadership, vision, creativity and team working etc. perhaps planning education should incorporate entrepreneurship skills as a means to not only prepare students for self-employment but to develop their confidence and drive for innovation. Specifically, this paper will a) review education and economic policies (promoting creativity and enterprise), b) examine potential links between enterprise/entrepreneurship and planning in the broadest sense, and c) explore how planning education could incorporate enterprise/entrepreneurial skills.

Concluding it is argued that merits exist for incorporating ideas of entrepreneurialism in planning curricula. Albeit traditional conceptions of entrepreneurship appear unrelated to planning, newly emerging interpretations such as social or civic entrepreneurialism (Leadbeater & Goss 1998) and ecopreneurialism represent a better fit with values in the planning field. Developing entrepreneurial skills in planning students is likely to open additional career paths, which in turn contributes course attractiveness. Engagement with the agenda may bring new energy into the profession bolstering the professional profile. Suggestions and

examples for incorporating entrepreneurship and enterprising skills development in curricula are provided.

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THE KNOWLEDGE SPECTRUM OF URBAN PLANNING: A BIBLIOMETRIC APPROACH

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To discover the knowledge interaction among urban planning and other disciplines is the main purpose of this research. By using the SSCI original data in the period of 1981-2000 from ISI and a common type of database (ACCESS 97) built by ourselves, we can identify the position of urban planning in knowledge spectrum, and understand the paradigm shift of the knowledge source of urban planning in the recent two decades.

The research includes two parts: (1) to explore the core journals of urban planning (2) to analysis the knowledge interaction among urban planning and other disciplines. Findings can be used for evaluating the knowledge position of urban planning, and will also be helpful for academies to improve the future development of the planning education program.

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STUDY OF THE ENVIRONMENT IN THE ACADEMIC FORMATION OF PLANNERS AND URBANISTS

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In this work I undertake an analysis of GPEAN careers study plans, available on the internet, in order to know how much of the environmental dimension has been incorporated into those plans.

I depart from the theoretical discussion on the need to change the foundations or paradigms underlying the configuration of planning and urbanism educational models. These have been overtaken by the environmental problem and have been transformed into obstacles against action and efficient professional praxis of planners and urbanists.

It is said that the addition of some environmental related courses to syllabus it is not enough to get a true transformation of mentality, conceptions, values and behavioural patterns in planning students. Therefore it is necessary to introduce the environmental dimension to syllabus structure in an organic manner, that means there must be a strong relation between natural factors and socioeconomic, technological and cultural ones attached to the particular contents of every course and discipline.

At last, it is generally stated that in the twenty-first century environmental issues will become the new profession integrating center for planners, and design, technology and social analysis will revolve around it.

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GROWING UP IN MONTREAL AND GUADALAJARA: LEARNING AND DESIGNING THE CITY WITH CHILDREN

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Beyond its recreational meaning, urban public space includes an educational dimension as it helps citizens to learn how to use and respectfully share their environment. For children, urban public space is important, not only because they are or should be great users of it, but also because it is where they develop knowledge and skills allowing them to become citizens and community actors.

In order to design authentic public spaces, accessible and meaningful for children, it is important to understand the way they perceive and use their environment. Yet, participation of youngsters in urban design process can have a double meaning: first, discovering urban problems from the user´s point of view; secondly, acknowledging children´s awareness and creativity, and supporting their integration as engaged community members. Nevertheless, this involves great challenges, like adapting participative activities to children´s skills and interests.

During the last 35 years, Growing Up in Cities (GUiC) has promoted the implementation of participative action-research processes in cities all over the world (Lynch, 1977; Chawla, 2002). With this international initiative supported by the UNESCO, children and adults have cooperated in order to understand their relationship with the environment and to transform it.

Since 2003, we have carried out two Growing Up in Cities experiences in Montreal and Guadalajara neighborhoods, which in spite of their geographical disparities, do face similar socio-spatial challenges. We analyzed children´s perception and use of their environment based upon the methodology developed by Kevin Lynch (1977) and David Driskell (2002). These projects involved not only children (8-16 years old), parents and other local community members and planners, but also architecture, landscape architecture and planning students. Indeed, a specific aim of our research was to bring these future practioners in a learning process emphasizing users´ participation. We will present main results, innovations and lessons learned in these two experiences in a comparative way.

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MAKING PLACES: 3D GIS AND PLANNERS OF THE FUTURE

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Abstract of paper to be offered for presentation at the World Planning Schools Conference, Mexico City, Mexico July 11-16, 2006

Making Places: 3D GIS and Planners of the Future John Marsden and Derrick Hartley

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ABSTRACT

This paper briefly describes the advances in environmental modelling and simulation cumulating in a focus on the most recent advances in 3D GIS with regard to the design of town planning in general and public places in particular. Integral to the paper is the use made of the Ordnance Survey, the United Kingdom national mapping agency MasterMap data in conjunction with ArcGIS and SketchUp software in developing 3D GIS models.

Town and country planning students traditionally created plans, sketches and physical models to put across their ideas and concepts. In recent years 3D (sometimes referred to as 2.5D) effect mapping using computers became possible using digital terrain models (DTMs) and digital elevation models (DEMs) with hill shades. Within specialist 3D drawing packages it was possible to 'extrude' building footprints from aerial photography and scanned drawings. Three years ago, the 3D drawing package SketchUp was introduced into the GIS course in the Department of Civic Design and has proved extremely popular. Modelling in true 3D has enabled the students to express their ideas of the nature and structure of urban space, as they see it, and demonstrate their plans within the computer environment in a very eye-catching way. Not only do the students enjoy generating their models this way, but it enables them to better show off their ideas of the built form as it fits into their planning context.

These 3D models however did not exist in true georeferenced space, rather they existed in unregistered 'drawing board space'. Thanks to a rather special academic deal UK Universities and colleges currently have access, via the World Wide Web, to much of the Ordnance Survey data (see http://edina.ac.uk/digimap), including the largest scale data set available, the 1:1250 Land_Line Plus data set. A drawback is that this data set is not completely GIS ready, and distinctly lacking functionality for use with 3D modelling. The Land_Line Plus data is, however, currently in the process of being replaced by the MasterMap data, which is ideally suited to GIS in general and 3D GIS in particular. This paper demonstrates how the linking of the two packages (ArcView and SketchUp) via recent plug-ins in conjunction with MasterMap data set provides a means of introducing students to 3D GIS and includes exiting and very visual examples drawn from a range of student projects and case studies.

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THE CONTRIBUTION OF THE SENSITIVE AND PHILOSOPHICAL ASPECTS IN THE TEACHING OF THE URBAN AND REGIONAL PLANNING - THE BRAZILIAN CASE

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This study criticizes the economic and rationalist approach of the Brazilian urban and regional planning and how this vision influences the teaching of this discipline. We emphasize the importance of considering sensitive aspects (that ones which bring emotion and touch the human spirit) and philosophical (aesthetics, nostalgia and the human being's essence) in the planner's formation.

In Brazil, a rationalistic tradition in the teaching of the urban and regional planning has its origin in the strong influence of French geographers in the decade of 30 of the last century. Also between the decades of 50 and 60 the Anglo-Saxon influence retook references neopositivist and theoretical-quantitative consolidated by the German geographers such as Walter Christaller and August Loesch, who related the economy to the urban nuclei locations.

Nowadays, in spite of the intense debate on environmental issues, of the progresses of "critical geography" (that incorporates social problems) and, of the diversity of topics that affect the quality of life of the populations, there are no discussions on these subjects or on the aspects that extrapolate the economical rationality in the urban and regional planning courses within Brazilian universities.

Here we propose to develop the teaching of the urban and regional planning through a vision that combines the economical rationality with elements that try to reinforce a sensitive relationship of man with nature, breaking down the impositions of the capital market and reverting its logic of development of the regional and urban spaces. In that sense, the "Utopian thought" is used as a tool to rethink the drawing of cities and regional areas. By understanding Utopia as a counterpoint to a given established situation, we hope this approach can provide guidelines for the planning of a city. The Utopian approach put the planning away from the today's short term mentality and attempts to fit it in another dimension, more inclusive and deeper, being able to re-connect the society with nature and to reinforce the presence of the so called "spirit of the place". Thereby, our expectation is a radical and deep change in the bases of the planning, which we believe, could lead to a reversion of the precarious state of Brazilian cities.

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THE CITY AND THE CINEMA. A LEARNING EXPERIENCE AT THE SCHOOL OF URBANISM OF THE UNAM (MEXICO CITY).

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The paper is based on the experience of a 4 month course titled "The urban phenomena and the cinema", imparted as selective course in the city planning program at the UNAM during the second semester of 2005.

This course was the result of a personal concern nourished by cinema fondness and complemented with my experience as city planner and professor in the theory and history knowledge area and with some casual meetings with film teams. I am convinced by the idea that films could be a useful device to think about the city and to study the perception process of the urban space in the learning progression of planning and urban design students.

The study of the relationship between city and cinema involve various knowledge fields. Actually it is a transdisciplinary approach that is confronted to the epistemological deficiencies of city planning as a discipline with scientific aim. In some specialized textbooks have been identified junctions in knowledge that suggests the possibility to develop the dialog between various disciplines such as sociology, psychology, film studies, semiotics and urban design. This course has allowed the encounter between students of the city planning, architecture and communication (mass media) programs. Therefore, a first step for new research tracks was completed.

Beyond a detailed description of the teaching experience, the paper will expand the conclusions produced in the classroom in relation to the movies that were considered and analyzed, the depiction of the city through the cinema history and movie styles and the influence of film images in our perception of the different urban spaces. All this allows me to confirm the utility of film as a document and exceptional device for the study of the contemporary city.

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USE OF PRACTICAL EXPERIENCE OF URBAN PLANNING PROFESSORS

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This presentation is backed by 20 years of experience as Urban Planning Professor at UIA and UNAM and more than 30 years as a consultant. I have designed urban spaces where currently live more than one million inhabitants (1984-2006).

Urban planning techniques have fallen behind with respect to urban evolution and may fall behind even more due to new communication resources and others.

The theory of urban planning is currently undergoing an important dynamic development that intends to catch up with the actual need for urban planning.

In the world of the XXI century, always in a hurry and with enormous publicity distractions, it is important to highlight the main objectives of groups and persons. In our case, especially those related to quality of life.

Urban planning schools are responsible for the education of urban planning professionals. They are also responsible for being in contact with urban planning reality, for questioning such reality and as a result, for creating a theory and techniques for the application of operational urban planning.

In view of the need to create technology with strong theoretical foundations, new professionals are required with an education open to innovation and in contact with reality.

The intention is for students to adopt an attitude consistent with city dynamics. That is, that they feel that part of their role as professionals is to participate in reflections that produce innovation.

In practical workshops, teaching by professors with experience is the best way to transmit to students the operational reality that will prepare them for the practice of their profession. This is for their activities as researchers, professors and as urban planning players in specific cases.

The results of intellectual concerns in many years of such experience with students are very gratifying. Among other specific benefits, "common sense" was recognized as a key element in the application of urban planning technology.

The students of today are the generators of the urban planning theory in the future that will help inhabitants of this planet live happily in an urban environment with coexistence resources adequate for modernity.

Workshops for projects of urban planning degrees are the most adequate spaces for the transmission of experiences and reflections by urban planning professionals with experience. The result of their participation as professors of this subject is that students make better use of what they have learned in theoretical subjects to apply them in their jobs. The document they deliver in each school period is important, but more important is the attitude they assume with regard to the persons who need their services.

Urban planning professionals that work on specific cases from an integral vision, have the responsibility of participating with the academic community in this subject.

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A ROUNDTABLE ON KNOWLEDGE CO-PRODUCTION AND DISSEMINATION

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In conventional planning education, knowledge production and dissemination regarding international planning issues is still marked by a one-way flow– from universities in affluent nations to their counterparts in relatively poor nations.

Although this one-way knowledge flow has been a concern of planning educators for at least twenty years (1), the intensity of the inequality of the flow has, in fact, become more pronounced since the spread of information technology in the early 1990s (2). True, some planning educators have tried to equalize the knowledge production process through jointly held studios focused on urban problems of poor nations. Also, some planning schools now regularly offer short courses abroad in conjunction with host universities in poor nations. The impact of such efforts on actual knowledge production and dissemination is, however, not widely known. This is due in part to the lack of rigorous evaluations of such efforts, which are generally considered to be worthwhile ways of internationalizing planning education. Even though these efforts may have multiple beneficial effects for the students as well as faculty in the universities in both settings, their impact on the flow of knowledge production and dissemination is not clear. In fact, these efforts can contribute to increasing inequality in knowledge flows if such joint ventures are not rooted in critical assessment of key assumptions underlying problem analysis and prescriptions. Hence, the purpose of this panel will be to learn from the experiences of faculty from both affluent and poor nations regarding knowledge co-production efforts which may be well intentioned, but which do not necessarily contribute to the equalization of the knowledge production process. Ideally, the impact of any efforts, such as a joint studio, should be assessed by both participating universities. Lacking such joint evaluations, however, the panel will focus on individual assessment of such efforts by planning academicians from both affluent and poor nations. We assume that good formal evaluations even by Western universities are rare; so, the panel will have to rely on experiential knowledge yet to be codified and verified. I expect to invite not more than six presenters, preferably from different geographical regions of the world. The nations that come to my mind, based on my readings of the literature on planning education, are the United States, Canada, Germany, China, India, Mexico and Ghana. Likely participants may be Professors Klaus R. Kunzmann (University of Dortmund, Germany), Daniel B. Abramson (University of Washington, Seattle, USA), Tinghai Wu (Tsinghua University, Beijing, China), Dennis Frenchman (MIT, Cambridge, USA), I.M. Jammal (London, United Kingdom), Michael Leaf (University of British Columbia, Vancouver, Canada), and William Goldsmith (Cornell University, Ithaca, USA).

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EDUCATION AND TRAINING TRANSPORT ENGINEERS FOR SUSTAINABILITY AND LIFE LONG LEARNING

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The half-time value of engineering knowledge is diminishing swiftly. For parts of the transport sciences for instance, understanding the state of the art at this moment, will loose its meaning in five years. The relevance of engineering education can be enhanced by shifting the focus from transferring 'hard core' engineering knowledge towards teaching students to learn during their whole career.

This shift requires different educational approaches that can be of great value for the creation of more sustainable transport systems. Strengthening the focus on life-long learning will change the way engineers handle their assignments. The broader teaching addresses a wider range of their competencies. It enables them to reflect on the routine approaches of engineering and to create more innovative approaches when needed.

This article will discuss a Dutch project that focuses on the competencies of transport engineers in the light of sustainability, the 'Programma Ruimte & Mobiliteit' (Programme Space & Mobility). During the project an assessment is being made of the capacities of graduated engineers to work in the domain of transport policies, especially to integrate physical planning and transport planning – one of the major policy themes for the development of sustainable transport systems. The assessment is translated into advice on the renewal of the transport curriculum of colleges and universities, as well as on the coaching of (young) professionals within the consulting firms and within the Departments of Transport of local and regional government.

The framework for the project stems from the theories on organisational learning and on natural learning. The article describes some principles of these theories and will show some experiences with this approach in the transport curriculum. The advice is partly based on the new standards for education that are being developed for the European Union.

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JOINING-UP PARTICIPATION IN ECOLOGICAL PLANNING – DEVELOPING A LEARNING RESOURCE FOR CAPACITY-BUILDING

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Recent environmental legislation, such as the European Union Water Framework Directive, calls for more effective stakeholder and public participation in planning. Achieving the ambitious objectives of such legislation will require changes in behaviour from a wide range of people (Bouwen & Taillieu 2004). This adds impetus to call for more effective participation in planning, as people's motivation to change is linked to their understanding (Ison et al. 1997; Meppem & Gill 1998). Often participation does not help experts and citizens learn from each other, which can lead to disillusionment (Bloomfield et al. 2001). In addition, sustainability is often seen as a 'bolt-on' at the end of the process, which inhibits developing plans for an ecologically sound future.

A lack of skilled practitioners able to engage stakeholders in such planning has been recognised as a major barrier to sustainable development in recent reviews by CABE and ODPM in the UK. Developing effective training in facilitation and a supporting learning resource would help address this lack. This research, supported by the Environment Agency and Manchester City Council, builds on previous research (Tippett 2005). It aims to develop a participatory process for ecological planning into a transferable methodology, available to a range of practitioners.

The objectives are:

1. to develop and evaluate approaches for building capacity in an ecologically informed participatory process;

2. to develop and test new approaches to support ongoing learning and pooling knowledge.

The objectives will be approached through action research in the NorthWest of England in spring 2006. A literature review will examine best practices. The researchers will work with trainee facilitators to engage stakeholder and community participation in planning projects. Training techniques, to enable the facilitators to learn how best to use the process, will be developed and evaluated.

Sources of data will include:

- In-depth, semi-structured 'before and after' interviews with trainee facilitators;
- Analysis of data collected during the action research from participant observation and video recording;
- Trainee facilitators' journals and debriefing feedback; and
- In-depth workshops with stakeholders to test and develop the training approaches.

Possible mechanisms for supporting a network of facilitators will be evaluated in the action research, through focus groups with trainee facilitators and participants. This will inform later exchange of knowledge amongst planning practitioners.

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HANDLING UNCERTAINTY IN PLANNING PRACTICE: KNOWLEDGE AND LEARNING IN COMPLEX URBAN RENEWAL PROJECTS

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Planning processes are complex and uncertain; complex because several parties are involved bringing in a wide range of diverging interests, and uncertain because planning is about changing the future, and the future is largely unknown. Therefore, planning involves understanding and managing uncertainty (Abbott, 2005).

Urban renewal projects, carried out to renovate, demolish and rebuild houses in problematic urban areas, are typical complex and uncertain planning processes. Urban renewal projects are complex because many actors are involved, the goals and strategies of these actors can change over time, and contextual factors (such as the housing market, residents' wishes, the political direction) change constantly. This creates a lot of uncertainty in urban renewal; uncertainty about knowledge and values (substantive uncertainty), uncertainty about the intentions and strategies of the parties involved (strategic uncertainty), and uncertainty about when, where and

by whom decisions are made (institutional uncertainty). (Koppenjan and Klijn, 2004) With learning, this uncertainty can be made more manageable; learning in urban renewal networks helps to respond to changes regarding the content of urban renewal plans, the strategies of the parties involved, and the institution in which the decision-making process takes place. Learning can be defined as the creation of knowledge that is applicable in the activities of the parties involved (Argyris and Schön, 1996).

Studying urban renewal processes from a learning perspective is a new approach; for as far as the author is aware, no research projects on this topic have been carried out before. This calls for an explorative research project, and for the examination of theories and empirical studies that can help to define and structure such a research project. In this paper, a theoretical framework is presented on which a research project on learning in urban renewal networks can be based, by using concepts and insights from relevant perspectives such as policy oriented learning, social learning theory, and knowledge management. Empirical studies on learning carried out in several types of organisations are reviewed, based on which a methodological approach for a research project on learning in urban renewal networks is presented. An important aspect of the methodology is the distinction between four important steps towards learning: the (collective) acquisition and development of knowledge, the mutual sharing of knowledge, the use of the relevant knowledge available, and the evaluation and retention of the knowledge gathered (Huber, 1991).

This paper is part of the theoretical and methodological framework of the PhD research "Knowledge and learning in complex urban renewal projects". Supervisor of this project is W. Korthals-Altes (w.korthalsaltes@otb.tudelft.nl).

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GLOBALIZING LOCAL CONTENT, A NEW CONCEPT IN PLANNING EDUCATION: EXPERIENCE IN DEVELOPING DOUBLE MASTER DEGREE PROGRAM BETWEEN UNIVERSITY OF GRONINGEN AND INSTITUT TEKNOLOGI BANDUNG

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In the past, developing curricula for planning education in developing countries, in order to setup a degree program, could mean asking for assistance from the western universities. The framework was set based on western planning perspectives to be put into social and cultural specific of the developing countries. Most of such collaboration would ignore the potency of knowing the two different worlds. The framework is no longer appropriate as globalisation in planning discipline is

inescapable. Recently, scholars argue that the dualistic views of planning in rich and poor countries have to be seen as a strong point for planning education especially due to the fact that education itselves is now globalising. The trend for global education is visible and collaborations between developed and developing countries universities are everywhere. These are not only for the financial reason but also economic, environment, social and cultural development that are now borderless.

Within the above framework, this paper discusses the development of curricula of the Department of City and Regional Planning of the Institute Teknologi Bandung of Indonesia since the department was set up with the help of the United Nation in 1959, the development of Master degree programme with the assistance of the development Planning Unit, University College London in 1982, and more recently in 2002 the development of Double Master Degree Programme in collaboration with the Faculty of Spatial Sciences, RUG,The Netherlands

It is argued that the planning education curricula developed in response to the changing planning context in national as well as international level has to be able to enrich students not only in the analytical, technical and socio political knowledge of local content of developing countries but also in the content of developed countries as these two knowledge will enhance understanding of global development problems.

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NEW TRANSFORMATION OF URBAN PLANNING EDUCATION IN ASIA

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As the president of APSA, the primary author took part in the 8th International Conference of the APSA(University Sains Malaysia, Penang). The conference revealed the different situations among the world, and also reflected the transformation and crises of urban planning education in asia.

Beginning with the predicament faced by Western urban planning discipline and practice, this paper identifies the hidden crises behind the booming development of urban planning schools and studies in asia, namely, the lack of theoretical underpinning, the loss of theoretical creativity, and the career competition from other disciplines.

Although positioned on different development stages, the paper argues that the urban planning academe worldwide is on the verge of entering into an era of 'Theory of Planning' from the traditional epoch of focusing on 'Theory in Planning'.

It further discusses the need for a systemic approach to establish a space-oriented theoretical framework for urban planning that embraces the principles of habitat, and particularly emphasizes that asian urban planning academia have to fully comprehend contemporary challenges and take them as the starting point of future research:

1) the environmental challenge of natural resources depletion;

2) the challenge of intensive urbanization;

3) the challenge to incentive structure under global competitiveness;

4) the social challenge of societal transformation; and finally

5) the changing nature of space due to the new information technology.

Authors thus call for the asian urban planning discipline to strive for an international status in its research and theory building, that are at the same time valid in a asian context, contributing to healthy urbanization process and strategic city development.

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PLANNING IN THE CONTEXT OF PROBLEM-BASED LEARNING AND CASE STUDIES

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Theme.

How relevant is problem-based learning and case studies to planning education and practice? Both are forms of experiential learning where students tackle practical problems as a stimulus for learning. Teachers guide students as they make sense of information and experience through consideration of problems. Disciplines such as social work use more field or community based problems that are less bounded.

Methodology.

The paper is built around cases. Cases of problem-based learning come in many forms. These include "paper cases" ranging from a paragraph to as long as twenty pages or more.

Two types of cases include the Harvard Business School and the MIT Kennedy School models. The Harvard model uses a well-developed case that is open and flexible. The instructor asks students, "What do you think about this case and what would you do in this situation?" in an open-ended discussion.

The Kennedy School model is a more tightly woven case. When students are asked what they would do, the instructor has one or two solutions in mind. It is not a flexible discussion.

Relevance of work.

Planning education induces students to engage in problem-solving and analysis. Problem-based learning engages students in complex analytical skills, and critical thinking and writing skills. Boud and Feletti suggest benefits from problem-based learning instruction that also aids planning education: 1) It accounts for how

students learn most effectively when they are actively involved and learn in the context in which knowledge is to be used. 2) Students are able to grasp quickly, effectively and independently when they need to do so. 3) Problem-based learning has "high face validity for practitioners" who consider problem-based learning as part of their professional fields.

The implications for planning practice is that most planners address and resolve problems. Cases are the process of looking at the facts of a case, analyzing that case and ferreting out the implications for consideration and action. This process parallels actual planning process and day-to-day activities of planning practitioners.

Key Data.

Cases will be used to illustrate examples of successful and less successful cases. A successful example is a case study that involved the development of a community park in East St. Louis, Illinois. Students ran a mock town meeting based on the case material to design a park. A negative example will be elimination of bus service in a Tempe, Arizona, residential neighborhood.

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STUDENT SEMINARS: NON-PARTICIPATION = BETTER PARTICIPATION

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Planners are expected to develop skills to present material in seminars, and student presentations and student-led seminars are a component of many courses planning programs. Planners are also expected to develop skills that encourage discussion of planning issues being presented. Lecturers have traditionally joined the circle of students in student seminars, and it is often the norm that the lecturer will field difficult questions, correct matters of fact, restart discussion when it falters, and basically make sure the appropriate ground is covered. In some cases students could be excused for thinking that the primary presenter and discussion leader on the day is the lecturer. The net result is that students do not get the quality of seminar preparation and presentation experience that I think would be most useful.

To shift the responsibility for the success of student-led seminars very clearly over to the students, we have become non-participant observers when the seminars are actually presented. Students (in groups of 3 or 4) choose a contemporary planning topic on which to focus their research, have to prepare a polished paper for

their rostered audience prior to their seminar, and importantly have to prepare a two-hour seminar which aims not only to impart information, but – especially – to discover ways to encourage their audience to participate in discussion.

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TRACK 13: Comparative Development Planning

DIALOGUES IN URBAN AND REGIONAL PLANNING—ONE

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Dialogues in Urban and Regional Planning attempts to overcome isolation in regional planning research through publication of award-winning papers from the nine planning school associations in coordinated volumes published in multiple languages. The papers in this session, all chosen for publication in volume Two of Dialogues in Urban and Regional Planning, were nominated by planning school associations in Africa and South America. Planning issues discussed are drawn from Botswana, Brazil, and South Africa. The session, anchored in the research leading to these twice-vetted papers, hopes to illustrate complementarity across research in planning regions, and to discuss avenues for overcoming research isolation in planning.

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DECENTRALIZED PLANNING: A THEORETICAL FRAMEWORK FOR UNDERSTANDING THE RISKS AND OPPORTUNITIES FOR COMMUNITIES

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Over the past 50 years, a new development paradigm has gained momentum that increasingly favors locally planned and implemented development strategies over centralized development. Broadly, this shift is evidenced by the widespread implementation of decentralization policies. Today, no fewer than 65 of 75 developing nations with a population of more than 5 million have an active decentralization policy. The influence of this shift is further underscored by the World Bank's fastest growing strategy for delivering development assistance: community driven development. Key to the success of all of these approaches is a community's capacity for collective action.

This paradigm shift is informed by three theoretical propositions in the literature. The first concerns the ability of decentralization to reduce the inefficiencies of centralized, state-controlled development. Closely related to that, is the view that moving the locus of decision making away from central and local government bodies to communities promotes democratization of the planning and community governance. In this context democratization refers to increased citizen control over the planning process, resource allocation and development outcomes. The third proposition states that the outcomes promised by the first two propositions are more likely in communities with strong capacities for collective action. A major weakness of this theoretical model is that much of the research on community-level collective action has restricted its purview to three areas: management of common pool environmental resources, a rational choice model of human behavior and

empirical evidence drawn from rural areas. Furthermore these studies have ignored the political dimensions of community-level collective action, specifically the importance of social movements, political opportunities and elite capture.

The paper critically reviews three related bodies of literature to establish a more comprehensive theoretical framework for critically evaluating decentralization: (i) collection action and social capital, (ii) social movements and political opportunities and (iii) the emerging literature on elite capture. Although there are areas of conceptual overlap and cross fertilization among these literatures, they are often analyzed independently. In isolation, each of these literatures has provided an incomplete and ultimately unsatisfying view of the risks and opportunities communities confront when decentralization policies are implemented. Bringing the contributions of these literatures together will address this gap.

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DECENTRALIZATION AND PLANNING: CHANGING ROLES FOR THE STATE, MARKET AND CIVIL SOCIETY

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One of the most pervasive trends of the current global era is the devolution of governmental responsibilities from strong central governments to subnational government bodies, the private sector and civil society actors in developing nations, a process generally referred to as decentralization. This trend is partly in response to the well documented inadequacies of top-down, modernist and authoritarian approaches that have dominated development and planning for the last 50 years. In the past two decades, decentralization has been actively promoted by powerful international organizations such as the World Bank, the United Nations and many bilateral development agencies. At major global gatherings such as the 1992 U.N. Conference on Environment and Development in Rio de Janeiro and the 1996 U.N. Urban Summit in Istanbul, international organizations identified local authorities (as distinguished from central government agencies) as the lead agents for achieving sustainable development. Today, no fewer than 65 of 75 developing nations with a population of more than 5 million have an active decentralization policy (Dillinger, 1994). Despite the global dimensions of decentralization, there is a lack of robust analysis regarding the rather dramatic transformation that decentralization implies in responsibilities of the state, local planning and governance structures, the private sector, and civil society actors. The papers in the proposed panel address this gap with diverse empirical examples. The papers include national case studies, community-level case studies and critical examination of the theoretical propositions that are foundational to decentralized planning.

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INDUSTRIAL LOCATION AND TERRITORIAL REORDERING POLICIES IN LATIN AMERICA: A LOOK AT SOME OF THE LARGE CITIES' EXPERIENCE

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The focus of this work is to enquire on the effects the large Latin American cities have experienced as a result of their governments' intentions for reorganizing their territories in order to ameliorate the regional disparities and poverty indexes and to analyse some of their consequences. Such a purpose has led to the examination of a substantive part of the literature available so far dealing with the issues raised by this process. As a theoretical background, particular attention has been paid to analyzing those studies that discuss the responses of the most important urban social actors involved in urban growth, mainly the industrial sector, as being one of the most dynamic and representative sectors during the industrialization and urbanization processes in Latin America before and after the implementation of the neo-liberal paradigm under structural adjustment programmes that began to be implemented in this region in the late-1970s and the 1980s, and the emerging concern about the diverse roles every type of industry is playing in the global production chain, i.e., the interlink of processes of production, trade and occupations generated in the daily life of these cities. This paper will be divided in three sections. The first one draws some theoretical bases to discuss on the government decisions to reorient industrial location and investments in general towards less populated and less developed areas in order to offset the unequal distribution of income and regional development among their population. It also discusses some elements in planning process which are missing in most policy decisions making in LA, such as social participation and implementation, as well as the consequences of such a failure. The second section analyses some of the LA´s government experiences in this matter such as the Brazilian, Venezuelan and Colombian cases and comparing them with the Mexican case of the Metropolitan Zone of Mexico City. The third and last section attempts to set up some conclusions from which the failure of LACs governments to take into account social participation and implementation in the design of their policies. All this may produce different effects to those aimed at redistributing regional wealth by reordering urban concentration.

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'COPYCAT' PARTICIPATORY DEVELOPMENT IN BUENOS AIRES: TAKING A CRITICAL LOOK AT THE PRACTICE OF INTERNATIONAL PLANNING TRANSFERS

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The proposed paper analyzes the issue of international transfers of innovative planning models and methodologies. It does so through the analysis of the introduction of two new participatory planning instruments in the city of Buenos Aires. Since the early 1990s, institutional borrowing – in planning as well as in other fields of public policy – has come to be seen as a panacea by policymakers and international development agencies, as testified by the ever-increasing diffusion and replication of 'best practices'. Transfers of successful models of urban management have therefore become popular in development practice, most notably with regard to schemes of popular participation in planning policymaking.

Two new participatory planning arrangements, the Strategic Plan and the Participatory Budget, were thus introduced in recent years in Buenos Aires, with the distinctive feature that both are modeled on foreign experiments. The Strategic Plan largely borrows from the city of Barcelona's model of strategic planning, while the Participatory Budget is a replica of Porto Alegre's own famous initiative. Yet there is growing recognition among scholars that 'institutional monocropping' rarely produces the desired outcomes and often fails to 'take' in new environments. For instance, the exportation of the Barcelona model of strategic planning to Latin American cities has produced few convincing results. Whereas the model's participatory methodology is supposed to deliver the ability to reach an inclusive, consensual vision for the city, large segments of the urban citizenry have most often been shut out of the planning process.

This paper seeks to address the following questions: To what extent has the importation of institutional blueprints of participatory planning been successful and produced the intended results in Buenos Aires? How appropriate was the design of imported structures to local institutional conditions? What are the more general implications one can draw for the practice of planning transfers? The author will argue that, in order to be successful, participatory planning initiatives must emerge from local political dynamics. In the case of Barcelona and Porto Alegre, participatory schemes grew from within, which conferred them institutional thickness. In Buenos Aires, on the other hand, participatory planning experiments have been emptied of their substance by reproducing the formal aspects of their exemplar without their content.

This paper is drawn from a doctoral thesis under completion. Its theoretical approach pertains to the school of new institutional theory, with special emphasis being placed on issues of institutional change and institutional design. Primary sources of field data consist of 60 semi-structured individual interviews and the author's own transcripts of strategic planning and participatory budgeting meetings. Secondary sources are mainly drawn from local governmental, academic and NGOs' reports.

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HOW CHANGES IN GOVERNANCE AFFECTS THE SHRINKING GLASGOW CONURBATION

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The Clydeside conurbation, including Glasgow city, is one of the seven large conurbations (outside London), in Great Britain. After being named "The Workshop of the world", this particular conurbation became renown as an example of a Rustbelt. Indeed, from the end of the last century up until now, economic and demographic decline has been an everyday problem which local authorities have had to tackle. The industrial process and the post-industrial one significantly shaped, unshaped, and reshaped the economic and social landscape, but not without meeting some resilience.

During the last fifteen years, Scotland in particular, has undergone a devolution process. The earlier local authority reorganisations have had a major impact on the economic and social landscape. The additional institutional changes brought about through devolution have resulted in new ways for territories to operate, but not necessarily to co-operate.

While analysing the effects of shrinkage, in both economic and socio-spatial terms, we shall address the following questions: how do changes in governance affect patterns of shrinkage, and the ability and capacity of local authorities to tackle such problems and plan their futures.

The study will first of all analyse the governance factor on the scale of Glasgow city council. We shall look at the knock-on effect of the reorganisation of local authorities, highlighting the political and financial aspects and their socio-spatial consequences i.e. how economic growth and shrinkage within the Glasgow boundaries is further compounded by this new governance. We shall then widen our study to the conurbation scale, where, with the only demographic exception of East Renfrewshire, all the councils are experiencing shrinkage.

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THE FUTURE OF RURALITY UNDER GLOBALIZATION

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What can be said, thirty years afterwards, about the two main hypothesis launched in the beginning of the 1970s on rural regions destiny? Scientific evidences show that the dynamics of some of these areas as local responses to globalization do not confirm extreme conjectures on "complete urbanization" or "rural renaissance". Natural amenities that are driving the rural population change, with an urban-rural shift of enterprise behavior, may be showing a new pattern of territorial employ-

ment distribution. What also means a new pattern of rural development. In short, this paper argues that Henri Lefebvre (1970) and Bernard Kayser (1972) were both mistaken.

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DECENTRALIZATION AND THE DYNAMICS OF SOCIAL CAPITAL IN SOUTHEAST ASIAN CITIES

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A major goal of decentralization efforts is to increase local public participation and incorporate local ideas into planning and urban design decision. Social capital, which is defined as a resource available to individuals that emanates from group interaction because of trust and cooperation, has the potential to be an important element in better public participation. In brief, decentralization may be more successful in communities and cities where positive social capital flourishes.

In this paper, we argue that a useful theory of social capital consists of the following three parts. First, as observed by sociologists and economists, social capital depends on the form and strength of ties within and between groups, but also on the norms and behavior of individuals identifying as members of these groups. Group characteristics and individual behaviors, however, are highly variable. Therefore, second, the explanation for the variation in group characteristics and individual behaviors with respect to trust, participation and communal action stems from structural and spatial dynamics, particularly in terms of gender and location. The third element is the role of conflict and asymmetric reciprocal relationships. While there is emerging interest in the role of conflict in social capital among public health researchers, there has been little or no work on the relationship between conflict and asymmetric reciprocity on social capital among social scientists. Both conflict and asymmetry may impede the smooth cooperative processes and outcomes so desired by social capitalists, and consequently, constitute a vital yet little discussed dimension of social capital.

The field work underlying this paper was conducted over several years, 2000-2004, in the cities of Bangkok, Thailand and Ho Chi Minh City, Viet Nam. Our analytical methods include three types of primary data collection and field research in different sites: experimental games, survey research, and in-depth interviews. The combination of these three very different types of data allows us to conduct data triangulation and comparative analysis. Even for urban scholars in developed and industrialized nations, such a comprehensive and intensive analysis is also quite rare.

This paper tries to demonstrate how to measure social capital and how it can be used successfully to increase public participation and leverage resources in communities. We also seek to provide guidance to planners and policy makers engaged in decentralization of decision-making and resources regarding how to sustain social capital in such settings. There is an urgent need for a clear statement to planners, urban scholars and communities about how social capital can be effectively mobilized at the same time as states are seeking to decentralize.

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THE GIULIANI FACTOR: CRIME, ZERO TOLERANCE POLICING, AND THE TRANSFORMATION OF THE PUBLIC SPHERE IN DOWNTOWN MEXICO CITY

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Rising criminality and accelerating violence in key neighborhoods surrounding Mexico City's historic center have limited easy access to downtown public spaces that used to host much of the social, commercial, and political life of the city. These deteriorating security conditions impact citizens, local businesses, and government alike. Recently, a group of powerful local businessmen hired the globe-trotting international security consultant, Rudolph Giuliani, to design a plan for new police practices and alternative public security measures that might remedy Mexico City's crime and public insecurity problems. As was proposed in a variety of other Latin American cities they visited, Giuliani's consultant team offered a relatively generic program of reform built around an ostensibly successful "broken windows" model of policing used in New York. The plan not only called for restrictions on free movement and intense scrutiny of public behavior associated with the strategy of "zero tolerance," it also suggested a criminalization of certain public behaviors and made recommendations for police reform that called into question the distinction between public and private police for downtown areas.

The Giuliani plan was criticized by many who decried the huge sums of money (4.3 million dollars, according to newspaper accounts) slated for payment to the Giuliani consulting team, but it also garnered considerable enthusiasm from local officials and other key social actors, including land developers, multinational business executives, large-scale commercial proprietors, tourist-related firms, and some sectors of the middle class. This paper examines the controversy over the Giuliani invitation and the subsequent implementation of his consulting team's key proposals, one of whose principal consequences was to circumscribe public access to downtown space rather than widen it. In addition to explaining why an advocate of "zero tolerance" was invited to Mexico City under the watch of a left-populist mayor from the Partido de la Revolución Democrática (PRD) who came to office with the support of the urban poor and a commitment to fostering democratic inclusion, the paper examines the social, political, and security dynamics that led to the acceptance of a "broken windows" strategy as well as the longer term implications of this plan for policing, criminality, and the future of public space in Mexico City.

In empirical terms, the chapter raises questions about the origins of the public-private sector political coalition mounted in support of the Giuliani project, and how the democratization of local politics and federally-imposed fiscal decentralization policies made this alliance of strange bedfellows possible. In theoretical terms, it

links both the problems of downtown policing and rising crime — and the policy solutions currently proposed to deal with them — to globalization and liberalization and their combined impact on downtown land use and access to public space in Mexico City and across Latin America more generally.

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QUALITY OF LIVING AS A TARGET OF URBAN PLANNING: A COMPARATIVE STUDY IN ASIA, EUROPE AND LATIN AMERICA

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Any responsible and future-oriented urban planning must lead the way to an adequate environment allowing an integral development of human society. In recent decades, the idea of quality of living has become a key goal in urban planning models integrated in developed societies. Meanwhile, in the developing world, sprawled cities as a result of internal migrations and an unjustifiable governmental lack of perspective have become uninhabitable. To what point is the idea of quality of living a main goal of contemporary urban planning?

Cultural patterns are decisive in promoting a shift in the design of contemporary and sustainable cities, overcoming a conception of urban planning exclusively led by economic or functional reasons. A holistic or integral vision taking into account the concept of quality of living as a fundamental goal of the planning model is needed.

By this research, I try to prove that the design of sustainable cities and inhabitable environments is connected to social perceptions. Using a comparative approach and linking three different patterns of planning experienced in Asia, Europe and Latin America, it shall be observed that urban design answers to diverse cultural conceptions, in which the idea of quality of living is not always integrated.

In Madrid, for instance, urban plans are oriented towards the creation of an environment that strengthens this idea. Meanwhile, the city of Hong Kong has been thought as a place where the existence of natural zones is subject to the financial and productive aspirations of its residents. Finally, in Mexico City, where urban growth has been for decades disorderly and uncontrollable, urban plans are ideal and without any possibility of enforcement. In this case of a paradigmatic Latin American city, the concept of quality of living is mostly non-existent, thus making this town an uninhabitable atmosphere.

The relevance of this study lies in a shift from the predominant modernist paradigm towards a postmodernist and reflexive idea based on ecologic grounds. In this moment in time, urban studies must defy the traditional perspectives and take the environmental dimension as its crux.

Nowadays, the design and planning of contemporary cities are not just public functions, but tasks that must be accomplished taking into account the participation of citizens, which are determinant in inducing changes. The conception of quality of living upheld by these citizens depends on their perception of social problems and their aspirations about the environment they want to live in.

Among the key data sources I am using to defend my research, I must point out the reports published by the Asian Development Bank about the Millennium Devel-

opment Goals and Environmental Sustainability, the works produced by the European Environmental Agency and the Institutional Periodical Reports issued by the Economic Commission for Latin America and the Caribbean (ECLAC).

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TWO STORIES AND THE BRAZILIAN CITY: BETWEEN RIGHTS AND BUSINESS

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Until the 90´s, the international financing agencies urban agenda was seen, by progressive sectors of Brazilian society, as something that almost never matched with popular movements claims. From the 90´s on, nevertheless, a kind of convergence has been built between these agencies – totally naturalized in the national life – and movements, at least in terms of regulation tools for urban development. For instance, we can mention the generalized claim for participation or the process of transformation from poor illegal insertion into legal urban property, both defended by one and another. The aim of the paper, thus, is to understand what I call two stories and the Brazilian city, that is, on one side, the process and the targets envisioned by the rules established in the Statute of the City (approved in 2001); on the other side, the background and objectives of the recent urban agenda of the international urban agencies. Are they the same? The text is part of an ongoing research, which analyses the key documents of both instances. 3 main oppositions in their operating logic can be detected after analyzing their themes and objectives: politics X macro-economy; sensitiveness to the concrete subjects X normative rules and avoidance of the local level; past and present social temporality X prospective economic temporality.

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SHRINKING SUBURBAN CITIES IN THE PARIS REGION

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The process of economic and demographic decline that leads to city shrinkage can occur in regions characterized by urban growth at the metropolitan scale. Within the Paris region cities located in the first suburban ring experienced in the last decades a process of shrinkage and its dramatic social and urban effects.

The first ring of Paris suburbs has developed since the late 19th century and has been the place for a strong industrial infrastructure and a numerous working class. During the 1960's, the post-industrial transformation of the Paris metropolitan region had important effects on this area, most of the cities of the first suburban ring starting to lose population as well as employment. At the same time the whole metropolitan area kept on growing, the outer suburbs of Paris gaining population as well as a significative number of jobs.

City shrinkage had very strong socio-spatial effects. While unemployment and poverty rose dramatically, the local governments had more and more difficulties, given a decreasing fiscal basis, to maintain a high level of services and public amenities. City shrinkage in the first suburban ring lead to an accentuation of segregation processes at the metropolitan scale, middle class households moving out of these parts of the suburbs to live in the periphery of the region. The growing concentration of immigrants, low-income and unemployed households in depressed neighborhoods led to a concentration of social problems that the November 2005 riots reveale.

The paper will address different questions :

- how can local processes of shrinkage be related to urban growth processes at a larger scale ?
- what are the effects of shrinkage in terms of economic transformations and socio-spatial evolutions ?
- how can local governments react and deal with city shrinkage ?

The study will focus on three cities: Saint-Denis, Montreuil and Issy-les-Moulineaux. Since the 1960's, the decentralization of manufactures combined with the shift to a service economy has led to dramatic employment and population losses in the three cities. Despite a common context, the local governments reacted very differently. Due to opposite political options, local policies took divergent ways that lead to different results in terms of social, economic and urban trends.

The paper will contribute to the pre-organized session by studying patterns of shrinkage that are largely comparable to patterns observed in other national contexts. Shrinkage processes as well as the related strategies will be analyzed through this international comparative perspective.

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'THINKING FROM JOHANNESBURG': PLANNING AND URBAN PRACTICES IN HYBRID WORLDS

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This paper is part of a broader project of rethinking urban planning from perspectives that are, at least partially, rooted in the global South. It shows how thinking (literally and/ or metaphorically) from a place outside the global core offers the

possibility for border-crossing - for new and hybrid ways of seeing and thinking about cities and planning that connect with, but also challenge, representations from the North. Major cities in the global South – São Paulo, Mumbai, Mexico City and Shanghai, as obvious examples - are dynamic spaces for developing hybrid thought and practice as they bring into sharp relief the intersection between global designs and local histories and cultures. This paper looks at the urban world though the specific prism of Johannesburg, South Africa´s largest and most culturally diverse city. The paper explores what 'thinking from Johannesburg´ might mean for the idea and practice of urban planning. The paper draws conceptually from post-colonial theory and literature, and especially from the notion of hybridity, but also from a new surge of literature that challenges the conventional representation of Johannesburg as a divided and fragmented colonial/ apartheid city, and rather presents the city as a place of movement and change, and as a dynamic post-colonial space that is constantly revealing new and hybridized urban practices. The paper shows that thinking from Johannesburg about planning means thinking about the creative process of constructing citiness at the intersection of multiple rationalities, cultural representations and cultural practices. The paper draws the discussion down to a concrete example of a design intervention in inner-city Johannesburg, and shows how successful planning requires the capacity to engage transversally with multiple rationalities, including the rationalities of the corporate world, and the rationalities of ordinary urban citizens, which are often expressed in a complex, largely hidden, network of informal rules and processes. Finally the paper proposes a stereoscopic perspective (to use Edward Said´s phrase) in which planners think simultaneously of influencing the decisions of big business towards more just and sustainable outcomes, and of supporting and building on the practices of urban citizens (many of whom are poor and vulnerable) that have evolved to reduce risk and provide a degree of regularity in their lives. In terms of method, the paper represents an engagement with a new body of literature, and also provides a case-study that will be explored through a series of interviews.

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CITY MAKING AND URBAN GOVERNANCE IN THE AMERICAS: CURITIBA AND PORTLAND

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Curitiba (Brazil) and Portland (OR, USA) are cities that have achieved recognition as exemplary urban planning experiences. My book, City Making and Urban Governance in the Americas: Curitiba and Portland (London: Ashgate, 2005), examines the relationship between leadership and citizen involvement and its impact on urban design and planning processes in these cities since the mid 1960s. It also contextualizes particular urban design projects in these cities in larger theoretical debates of culture, urbanism, and globalization.

This research argues that there is a unique synergy derived from the combination of visionary, broad-based, and continuous leadership; comprehensive, coordinated, and enforced urban policies and plans; and empowering, inclusive, and sustained citizen involvement that produces extraordinary results in urban planning

processes. Curitiba and Portland have had strong leadership and effective urban policies and plans. Yet these cities have had some problems at the level of citizen involvement—either by deficit or excess of it, respectively, or by the mismanagement of those participatory processes—which have tampered with some of their planning experiences or have put their models of governance at risk. The study suggests that there are quantitative and qualitative aspects of citizen involvement that better promotes effective democratic planning—too much can entangle and even halt the process of decision-making and implementation, and too little and inappropriate quality and management of involvement and power sharing processes among different stakeholders can delegitimize the planning process and render it ineffective.

Finally, the study makes empirical links between governance and the practices of urbanism in both cities. Examining particular housing, cultural, and corporate projects in Curitiba and Portland, it shows how these cities have used urban design as instrument to achieve both local social control and global prominence. These urban design projects act both as catalysts for the processing of struggles of knowledge, power, and subjectivities in the era of globalization, and as products of their contestations.

This research contributes a theoretical and empirical analysis of how politics operates in planning at the local and regional levels, and the way in which that knowledge can be made operable for urban areas to improve the quality of their built environments and urban planning and governance processes. Finally, it encourages the use of more sensitive urban planning and design models grounded in the understanding of governance and its relationship to urban culture and the built environment in particular places at specific times. This approach can guide societies to become more inclusive in the design, management, and implementation of their urban plans.

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CHANGING GENDER CONTRACTS IN SELF-HELP HOUSING CONSTRUCTION IN BOTSWANA: THE CASE OF LOBATSE

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The purpose of this essay is to identify gender contracts in self-help housing construction. Gender contracts have been defined as invisible power relationships that determine roles, responsibilities, privileges, status, sexuality and behaviour of men and women within households, communities, the market and the state. Gender contracts shape social, economic, political and sexual relationships in what people often refer to as 'our culture'. Various gender contracts constitute a gender system (e.g. patriarchy or matriarchy) under which general rules, perceptions, hierarchies and privileges are formulated, refined and preserved.

The paper notes that although the advent of colonialism and capitalism did not replace patriarchal structures in Botswana, they set in new political and production systems that upset the traditional power base and provided opportunities for women to challenge traditional gender contracts - notably the marriage contract that had hitherto been used to oppress women. The paper further notes that despite women having made inroads into male domains, there has surfaced new sites and forms of female subordination largely due to gendered inequalities in accessing and controlling contemporary critical resources (land, money, modern technical skills and formal employment) as well as continued male dominance of community and state structures.

Taking Lobatse as a case study, the paper tries to identify gender contracts formed as a result of men´s take over of construction activities which were traditionally undertaken by women in Botswana. It notes that besides dominating construction work, men control access to land, building skills, housing finance, and the entire self-help housing process in Lobatse thereby forcing women into subordinate positions from which they have to bargain or negotiate new gender contracts.

Key words: gender relations; gender contracts; self-help housing; Botswana

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NEW FORMS OF URBANIZATION ACROSS THE GLOBAL SOUTH

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Understanding diverse urbanization patterns has never been more important. As regions across the world become increasingly urban, it is clear that urbanization is more than the proliferation of sprawling mega-cities or the spread of global cities as command and control centers of the global economy; it is as much about fast growing smaller cities that serve a range of significant roles in peripheral regions. It is in these small cities often below a million in population that the majority of urban residents live and will continue to live, and where the pace of urban growth is greatest. Yet much of our urban theorizing, and the ways in which we advocate planning practice and models of governance, are based on our experience and knowledge of large cities. Clearly, mapping and analyzing the diversity of urbanization patterns and institutional arrangements is an urgent task due to the increasing inequality between sub-national regions, and especially in light of the massive investment being made by the state and multilateral agencies to initiate infrastructure development in the name of promoting sustainability.

The paper will draw on a range of secondary data to first make the argument that we need to focus substantial attention on small cities and their regions. In order to do so, it requires us to revisit categories of urban and rural, our understanding of

boundaries, and the ways in which the global intersects with the local. The argument will also draw on preliminary findings from a research project currently in progress that seeks to understand urban transformations and continued vitality of a small city region in south-western India.

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A "SECONDARY DOUGHNUT EFFECT": A SHRINKAGE PATTERN IN SÃO PAULO METROPOLITAN AREA

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Different patterns of transformation can be pointed out in every metropolitan area. New "centralities" have been emerging with sprawl and the so called "doughnut effect" happens in different ways.

In the last decade, several areas within the expanded area of the Metropolitan Region of São Paulo have had to face a kind of "secondary doughnut effect", characterized by a strong intra-area migration. This study focus on two cities located along the Tamanduatei River Corridor, a former railway corridor, that have been facing decline in terms of the economy and population ever since national transportation policies shifted from a railway system to highways.

These two new Metropolitan poles are São Caetano do Sul and Santo Andre cities, located at the Tamanduatei River plains, regions that developed in early 20th century as an important industrial areas due to the strategic localization adjacent to the railroad that links São Paulo city with the port of Santos.

Since the census of 1980, São Caetano has had an absolute decrease in the number of inhabitants. From 1980 to 2000 São Caetano do Sul lost 23000 inhabitants. Santo André keeps growing in the same period, but at a very slow rate in comparison to the Metropolitan Region.

In the 40´s, federal policies aiming to shift the transportation mode from rail to roadways led to the construction of a highway linking the Metropolis with the Ocean. This was the first step contributing to the shrinkage of São Caetano and Santo André cities.

Both workers and the major industries moved closer to the new road, leaving behind a vast blight area along the old railway in the river plains. In spite of this fact, several smaller industries stayed and the city succeeded in changing its economic base to services along the decades of 1970´s, 1980´s and 1990´s. In this process, due to the reduced area of the city, there was a rise in land prices, resulting

in a gentrification process. The poor are being expelled to the other cities and heads mostly to the areas and cities around the springs and water reservoirs at the edge of the Metropolitan area, where slums and clandestine residential occupation have been proliferating due to the possibility to own a house.

In spite of the fact that the massive loss of industrial jobs in São Caetano and Santo André (about 45000 between 1990 and 1999) did not dismount completely their industrial park (that keeps their pace in a more fragmented mode), now a day it is necessary to study and find development tools to cope with the remained blight former industrial area and with the "secondary" doughnut effect caused by the gentrification expressed by a strong intra-area migration towards the Metropolitan outskirts.

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AN ANALYSIS OF SUSTAINABILITY DISCOURSE IN INTEGRATED DEVELOPMENT PLANNING POLICY IN SOUTH AFRICA

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Development language can play important roles in framing solutions and justifying particular kinds of development interventions, but buzzwords can become emptied of meaning if misused in mainstream policy debates. Such one-size-fits-all meanings often ignore diversity and the role of power in development. The complex, multi-dimensional concepts of 'sustainability' and 'sustainable development' (SD) are examples of widely used buzzwords, popular because of their very vagueness. SD can be used in support of varying agendas, often as window dressing or spin. These concepts have many potential meanings of which the concepts of inter-generational equity, the Green Agenda and the integration of economic, social and environmental sustainability are well established. Less well established are the views of SD as intra-generational or inter-species equity, the integration of economic, social, physical, institutional, technical and environmental sustainability and SD as the bridging of the Green, Brown and Red Agendas . There are a continuum of possible conceptions of sustainability & SD between the polar extremes of weak, strong, anthropocentric, eco-centric, egalitarian, non-egalitarian, narrow, broad , bottom-up and top-down interpretations. The focus of this paper will be on how South African policies and integrated development plans (IDPs) engage with the concept of SD. Since 1996 IDPs have been seen as important solutions to South Africa's development problems, but are more concerned with budgetary planning than with built or natural environments. The manuals and IDPs ignore the context of complexity, diversity, conflict and rapid change, by using rational, technocratic, systems orientated planning with some public participation. An analysis of the sustainability language illustrate that the concept is mostly used as jargon and rarely unpacked. In cases where specific meanings are promoted, the action-plans rarely conformed to these meanings. Diversity and underlying disagreements, of issues linked to SD, were rarely explored and most IDPs can be described as 'lowest

common denominator' plans. An appropriate alternative would be to combine technocratic with communicative, collaborative planning, based on concepts such as deliberative and deep democracy and participative, community based planning. Solving complex developmental problems often require the deliberate reconstruction of social reality through collaborative social learning. Local action towards sustainability would require the construction of local grassroots meanings for SD. Deep seated conflict and diverse views within the paradigm of sustainability need to be explored.

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STRENGTHENING CITY DEVELOPMENT STRATEGIES: CHALLENGES AND INNOVATIONS

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Research Themes:

This paper looks at how City Development Strategies in developing country cities could be made more effective. City Development Strategies, sponsored by Cities Alliance, are intended to enhance urban performance on a sustainable basis, with a focus on linking urban economic growth and poverty reduction objectives. This research identifies common pitfalls of CDS practice across country regions and innovative responses to these issues, and develops a set of recommendations to improve the usefulness and positive impact of City Development Strategies to enhance urban performance.

Research Approach:

This research incorporates the lessons learned by the Alliance to date, and combines it with broader cutting-edge knowledge and experience of good practice. The analysis is based on comparative analysis of cross-national case studies, both those funded by Cities Alliance and those outside the program.

Relevance:

(i) The learning from the research directly impacts a large number of cities. Since it started operations in 1999, the Cities Alliance has been involved in 160 cities world wide, and its activities have been linked to over $6 billion in investments.

(ii) The need for cities to engage in CDS processes is more important than ever. In order to confront the challenges posed by this unprecedented rate of urban growth, increasing urban poverty, and increased uncertainty in the external environment, which is putting a premium on resiliency, cities need to plan ahead in order to make more informed choices about the future. A city development strategy supports cities in this critical decision making process and is focused on implementation.

(iii) There has been new learning in regard to urban strategizing, most of it the result of networking among cities. There is a need to update and strengthen methodological guidelines to incorporate this learning.

(iv) Within the academic community, research (and associated output) on the relationship between characteristics of urban strategic processes, and urban performance has been disappointingly limited. This is a serious loss, given the potential value of reflective, objective research on such an important topic. This paper hopes to begin to fill this lacuna.

Key Data Sources:

This paper draws on research conducted by the author and Douglas Webster from September 2005 to January 2006 on the "Preparation of Guidelines for City Development Strategies" commissioned by the Cities Alliance. Key data sources include:

- Review of previous CDS analytical and evaluation studies.
- Review of innovative city development strategies, e.g., Prague, London, Glasgow, Mumbai, outside the Cities Alliance, from which much can be learned.
- Review of current international literature on urban-level strategic processes

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PATTERNS OF URBAN SHRINKAGE - A GLOBAL COMPARISON

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Under the aegis of the Institute of Urban and Regional Development, University of California, Berkeley, the international shrinking cities project group has been dealing with a research problem that is widely underrepresented in comparative planning "shrinking cities in a global perspective". This pre-organized paper session presents and discusses patterns and processes of urban shrinkage with examples from Brazil, the US, France, Great Britain and Germany. By means of tracing typologies of urban shrinkage, it contributes to an international dialogue about urban problems.

The shrinking city phenomenon is a multidimensional process, comprising cities, parts of cities or metropolitan areas that have experienced dramatic decline in their economic and social bases. Common denominator of shrinking cities all over the world is the fact that they are embedded in the context of globalization. Urban decline and the loss of employment opportunities are closely linked in a downwards spiral, leading to an out-migration of population.

The comparative viewpoint is essential to the project since the urban phenomenon of shrinking can be perceived all over the world, albeit within different cultural and socio-economic settings. Trends differ from place to place and local patterns of

urban population and economic change have become more diffuse and fragmented. The pattern of shrinkage can show huge variation. There are examples of the typical phenomenon of US cities´ hollowing out or „doughnut"-shrinkage (e.g. Pittsburgh/US; Glasgow/UK), but on a global scale, more variations can be found. These range from urban perforation (east German cities like Leipzig) to suburban shrinkage with a stable city center (Saint-Denis, Montreuil and Issy-les-Moulineaux in the Paris region), and a „secondary doughnut" pattern, which occurs in Sao Paulo/Brazil.

Shrinking cities´ stories reveal a picture that is diverse and complex, yet at the same time they are encouraging comparative metropolitan research. The research places shrinking cities in a global perspective, setting the context for in-depth case studies in selected cities and thus initiating a joint learning process.

Key questions that are explored in the frame of the pre-organized session are described as follows:

- How does urban shrinkage take place, which parts of the urban fabric are affected, and can a typology of shrinking cities be generated on a global scale?
- To what extent do local and historical contexts matter in the shrinking cities process?
- Which policies and/or strategies have been applied to maintain respectively restore sustainability and thus quality of life in shrinking cities, and are they comparable?

This session is linked to the pre-organized paper session "Different planning approaches to deal with shrinking cities" to be presented in track 6.

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PATTERNS OF URBAN SHRINKAGE IN THE US IN THE RUSTBELT AND BEYOND

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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).

Main hypotheses of the paper are:

- The phenomenon of shrinking cities is not only related to the well-known post-industrial "Rust-Belt" examples, but other areas are affected as well. There is not one type of a shrinking city in the US.
- 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 in the US have to provide for redevelopment in shrinking areas and growth-related development at the same time.

The paper focuses on land use development in cities or city regions that can be characterized as "shrinking" in terms of certain types of economies and the related population during a certain period of time.

To investigate these hypotheses the paper will choose cities as cases studies, which have the following characteristics in common:

- They are affected by changes or decline in one specific economic sector.
- They have lost a significant amount of population following the economic changes.
- The loss of population might be concealed (not compensated!) by in-migration of population with other demands for jobs and housing,
- Economic and population changes have triggered or will most likely lead to changes in planning strategies.

Unlike as in Europe, the shrinking cities debate is a rather new research sphere in the US planning realm. Here, urban planning often concentrates on either managing urban growth, or tackling redevelopment in a fragmented (not a regional) way - this despite the fact that shrinkage often occurs throughout an entire metropolitan region. The current discourse in urban and regional planning in the US still shows a high affinity to growth tendencies. Despite the revitalization approach, planning is usually focused on city centers, and there is no active discussion of shrinking cities.

The paper will contribute to the pre-organized paper session by kicking off the shrinking cities debate in the US embedded in an international comparative context. Three cases of shrinking cities in the US will be introduced: Pittsburgh, Youngstown, and San Jose, each of them representing a different path of shrinkage, showing certain patterns of shrinkage, and of the related strategies.

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INTERNATIONAL DEVELOPMENT: A VIEW FROM THE PERIPHERY

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The significance of rethinking development was raised in a discussion conducted on PLANET in June 2003, and was followed by a roundtable at the following ACSP meeting later that year. The dominant notion of development which was almost uncontested in the 1950s and 60s has since been questioned, challenged, and diversified. While some aspects of these critics have been coopted into the paradigm of the 1950s, which is still dominant, in so doing, the definition of development has diversified. In addition, there are also alternative views, as highlighted in Sen's (1999) argument for "development as freedom" and by scholars who employ discourse theory. (see Pieterse 2001; Uphoff 1996; Rahnema 2005) Yet the discourse is still top-down and takes a point of view "external" to the society that is being developed.

Shifting the vantage point of inquiry, I shall ask what does development means to its alleged beneficiaries? What does development look like when viewed from the periphery of the world-economy? Addressing these questions, this paper would develop a view from the periphery. The investigation will be grounded in Sri Lanka which will be used as a case study. (see Perera 2000) The study will use post-development theories and development as freedom as points of departure. While highlighting that the concept was produced within the episteme of the European expansion, the paper will also question the way in which development was carried out by the post-colonial national governments. (see Varma 2002) While the critics have highlighted the internal inconsistencies of the notion of development and have proposed alternatives, what is missing in the literature is what the regular people have made out of this discourse; how they have created their own social and spatial practices within the larger discourse. Following James Scott (1985), the paper will highlight how regular people have displaced the dominant notion of development.

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MULTIPLE PERI-URBAN SPACE IN MULTIPLE CITIES IN EUROPE AND LATIN-AMERICA. AN ECO-LANDSCAPE APPROACH.

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The aim of this study is the investigation of the concept of peri-urban space in different historical-geographical contexts of Europe and Latin-America. For this purpose the eco-landscape´s approach will be used.The hypothesis of this study is that the dynamic interrelationships between the multiplicity of peri-urban space and the historical - geographical process can be recognized by means of the eco-landscape approach. The peri-urban space constitutes of the field which is most pressed by urban development. Its landscapes reflect its uses and functions and are the "means" of expression of its history and development (Pangas, Petropoulou). The analysis of peri-urban space will be based on the theory of Landscape Ecology. In order that they are distinguished and determined, they will be considered and faced as "eco-landscapes" that is to say as holistic units (Petropoulou). In this study the notion of "eco-landscape" is proposed as a suitable tool for the dynamic analysis of urban and suburban space. This notion arise from a critical approach of "landscape ecology" (Naveh), from the standpoint of "social-ecology" landscape theoretical approaches as well as from the historical-geographical approach in the context of urban and regional planning (Lefebvre).

Three cities are particularly examined (Athens, Strasbourg, Mexico) considering specimen of the relationship among the observed "eco-landscapes" and the mode of development of each city. In the frame of a case study in theses cities a discrimination of spatial characteristics is created with the use of SPOT and Quick Bird satellite images, digital cards, photos, and local researches, as well as with the utilisation of GIS and remote sensing methods (classifications, data integration and comparison, etc). A typology and a classification of "eco-landscapes" for the peri-urban space is proposed in those cases. Three cards of large peri-urban zones of these cities are realised and a comparison between the different typologies is proposed. The results are compared with other studies of peri-urban space in Europeans and American cities.

As a conclusion in this study, it is observed that the diversity of peri-urban spaces, has definitely existed within the city and its interior, through different periods of urban expansion. Nevertheless it is distinguishable that there are different but comparable eco-landscape types among different cities too.

The recognition of multiplicity and diversity of the production of the urban space in different cities is very important in the planning education and is a prerequisite in the urban and regional studies so that future generations will contribute to the avoidance of possible planning trends such as urban homogenizing.

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BETWEEN THE COLOMBIAN COMPACT CITY AND THE AMERICAN SPRAWLED SUBURB: NEW URBAN FORM FOR LATIN AMERICAN CITIES?

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The compact Latin American urban centres and the sprawling suburbs of the American city seem antithetical paradigms in urban development, and hardly the ideal mix for a normative theory of urban design and planning. Yet, a recent survey conducted in three Colombian cities to 103 interviewees in forty-five 1-hour in-depth interviews yielded that these Latin American respondents envisioned an ideal city mixing the best attributes of both types of development. The interviewees identified the ideal city as one containing environmental attributes such as "greenery," "space," "cleanliness," and "privacy" (among others) as embedded in the classical North American suburb, and social attributes such as "friendliness," "social contact," "camaraderie," and "human warmth" (among others) typical of the dense compact Latin American urban centres. At the same time, however, interviewees derided the "emptiness," "loneliness," and "isolation" of the America suburbs and the "overcrowdness," "dirtiness" and "disorder" of Latin American downtowns, all in all outlining desirable and undesirable attributes of an ideal city. The interviewees' desire to mix the best attributes of both urban models represents a planning paradox and a conundrum for urban theorists and planners in search of guidelines for good urban form, while reinvigorating arguments for hybrid forms of urbanism (as heralded, for example, by the "Latino New Urbanist" movement in Los Angeles). This paper is a product of a larger empirical study conducted in three cities of the Caribbean coast of Colombia (Montería, Cartagena, and Barranquilla) designed to gauge the influence of urban images in American entertainment media (cinema/TV and print) in the rise of American-type suburbs in Latin American cities. The interviewees (most of whom had never been to the U.S.) were presented with video clips depicting real and cinematic neighbourhoods in American and Colombian cities, and were asked to give their opinions about such environments. The study underscores the importance of moving images (video and film) as a research instrument in visual preference surveys, and shows how the cultural and political relationship between the United States and Latin America shape opinions about the environmental attributes of the American city.

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INSTITUTIONS AND LOCAL GROWTH COALITIONS IN CHINA'S URBAN LAND REFORM: THE CASE OF HANGZHOU HIGH TECHNOLOGY ZONE

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China's urban land reform is a gradualist process of transforming a planned land allocation system to an open land market system, while the ownership of the land remains under the control of the state. This process defines the relationships between local government and emerging non-public interest groups in the land development process. These issues can be most clearly seen in the State-Approved Development Zones, where municipalities have been encouraged to promote economic development and test out land policy initiatives. Using the institutionalist and urban growth machine analytical approaches to land development processes, this study examines the operation of development processes in emerging legal, financial, and institutional frameworks and the role of local government and its relationship with other interest groups. By employing a case study research strategy, focused upon the Hangzhou Hi-Technology Zones, the study uncovered a local government-led growth coalition which featured participation by other interest groups and revealed the applicability and variations when applying two strands of theories to a socialist economy in transition. Besides the land reform policy recommendations drawn from the case study evidence, the study concludes that the presence of interest groups and the missing community organizations unique to China give new theoretical implications and that both theories work much better with the economic domain than with the political domain largely due to a lagged political reform.

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PREVENTIVE URBANISM: COASTAL REGULATIONS IN SOUTH ASIA, LESSONS FROM INDIA FOR SRI LANKA

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The 26 December 2004 tsunami was a rude awakening for planning and coastal agencies – from Asia to Africa. Cities that supported fishing, agriculture and seasonal tourism were thrust into the limelight of unprecedented media attention and an onslaught of developmental aid. Coastal belts of countries are being rethought and circumstances enable the creation of new spatial orders, yet, sustainable development remains a real issue.

In Sri Lanka, politics and what Naomi Klein has termed 'disaster capitalism' threaten to compromise the country's greatest national asset – its coast. The tsunami has created a condition of social engineering with coastal appropriation by enclaves of tourist resorts, elitist development and large scale fisheries – all as fishermen are relocated to sites far from livelihoods. In the months immediately following the disaster, the Coast Conservation Department (CCD) advocated policies which would strictly enforce coastal conservation regulations. A series of setbacks and CCD jurisdictions sought to control development and mitigate adverse affects to the coastal eco-system. Laudable in principle, the policies contained the danger that exceptions could be granted to more powerful, formal and capital-driven investments while small-scale and local dynamics could be blocked. Under pressure from various groups, in January 2006 enforcement of regulations was publicly renounced by the Government. The Sri Lankan coast is presently being reconstructed in a fragmented and ad-hoc manner. A looming issue in post-tsunami reconstruction concerns that of urban planning mechanisms, political will and coordinated, transparent development efforts. A logistical quagmire – of duplication, confusion and unnecessary conflicts – threatens to weaken the good intentions of donor agencies and national institutions.

This paper will argue that there are lessons to be learned for Sri Lanka's coastal development in the Indian context. The coastal area classification and development regulations of India's Ministry of Environment and Forests [February 1991] has created a frame for development which simultaneously protects the ecology/environment and urbanizes economically viable sites. In the development of cases, the paper will focus on redevelopment of Sri Lanka's southern province (from Galle to Matara) and critically compare it to Nagapattnam area of the State of Tamil Nadu in India, where the prescribed coastal rules have successfully managed to reduce the effect of the tsunami and where reconstruction efforts are coordinated in a larger urban vision. The Indian case reveals an opportunity to integrate traditional coastal communities with their modern intruders, namely, large scale fishing and the tourism industry, to integrate infrastructure between individual hotels and the adjacent community in a given area and to re-vamp environmental management is being lost.

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COMMUNITY-BASED PARTICIPATORY PLANNING IN INDONESIA: THE CASES OF LATINANGOR AND MAJALAYA

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Community-based participatory planning has emerged as a result of the decentralization and democratization movements in Indonesia since the fall of the New Order government in 1998. In Indonesia's development efforts prior to that, local planners (supported by consultants) were not accountable to the communities that they

served but only to their superiors in central government in Jakarta. Local non-governmental stakeholders had little freedom to express political preferences and played a negligible role in the process of planning. The proliferation of participatory processes in Indonesian localities since 1998 planning recognizes planning as a process seeking collective agreement among a greater number of potential stakeholders and shifts the role of planners from that of technician to that of facilitator and mediator to reach the collective agreement among the stakeholders. The proliferation of local stakeholder groups, referred to in the Indonesian context as "citizens forums," have introduced a new community-grounded institution in local planning and decision making. While varying in their effectiveness across Indonesia=s vast urban landscape, the "citizen forums" constitute a key component of the participatory processes that have been transforming planning at the local level. This study examines two constrasting models of participatory planning that emerged the urbanizing area around the city of Bandung, namely Jatinangor on the eastern fringe and the industrial community of Majalaya along the southern edge. The development of participatory planning in Jatinangor and Majalya. and implementation of its local planning program not only exemplify grassroots mobilization in the broader context of the decentralization movement in Indonesia, but it is a unique variation on the sort of university-community partnerships that have expanded participatory planning in U.S. cities over the past two decades. It also examines the role of the Indonesian Partnership on Local Governance Initiative established in the Bandung area which spearheaded directly the work in Majalaya (and more indirectly the Jatinangor project) and which helped to institutionalize the changing processes of planning at the local level.

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SYNCHRONICITIES AND MISMATCHES: URBAN PLANNING, POLICY AND PRACTICE TOWARDS THE INFORMAL ECONOMY IN DURBAN, SOUTH AFRICA

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In 2002 the International Labour Organisation reported that globally informal employment comprised one half to three quarters of non-agricultural employment: specifically, 48% in Northern Africa; 51% in Latin America; 65% in Asia; and 72% in sub-Saharan Africa. They also demonstrated that the informal economy is growing in developed and developing countries alike. (ILO, 2002) Although there is a clear correlation between being poor and working in the informal economy (Sethuraman, 1998), cumulatively these activities contribute significantly to economic growth (ILO, 2002). The often colourful myriad of street vendors, waste collectors, home based manufacturers and taxi drivers (among others) that have come to characterise particularly developing country cities are now an unavoidable challenge for urban economic development and spatial planners. Durban, South Africa's second largest city, has in recent years been portrayed, in both academic

(Chen, Vanek and Carr, 2004; Skinner, 2000) and policy circles (see for example the background papers for the 2002 general meeting of the International Labour Organisation on the informal economy - downloadable from www.wiego.org) as an international best practice with respect to incorporating the informal economy into urban plans. This paper aims to document the Durban City Council's approach to the informal economy from the apartheid era of repression to current times. The paper identifies five periods as follows: - Pre 1980's - The apartheid era and the history of repression - 1980's - Gradual tolerance - Early to mid 1990's - Deregulation and re regulation - Late 1990's - Innovations - 2001 onwards - selective integration and regression. The bulk of the paper concentrates on the last three periods with the first two providing a context. In each of these later periods the urban planning, policy and practice that shape informal livelihoods are considered. Attention is paid to issues within and outside of local government. On the former institutional structure, where the responsibilities for these issues were and are institutionally located, what resources were allocated and how would be themes. On the latter, the research is informed by the notion of urban governance in which local government is understood to be part of a relational interaction with other organised constituencies and interest groups acting in the city. These interactions will be assessed. All of this will be done with a view to establish under what conditions a formal bureaucracy responds to the needs and interests of those working in the informal economy and so of interest to a broader planning community. The paper draws on a number of years of research and policy work complemented by recent key informant interviews, analysis of council documents and archival research.

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BUILDING DECENTRALIZATION IN A POST-CONFLICT STATE: THE CASE OF CAMBODIA

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Even a few years ago it would have seemed improbable that the highly centralized Royal Government of Cambodia would even consider strengthening sub-national governments and providing them with resources. It was only in 1993 that the central government consolidated control over its provincial administration after UN-brokered elections that began a formal process to end decades of internal conflict. Yet the country is now undertaking a seemingly ambitious decentralization that was initiated by a small pilot with local level planning. As the stability and capacity of the government increased and its focus shifted from internal security to development, an effort began to build the role and capacity of provinces and municipalities. The communes/sangkats are emerging even more rapidly as an elected level of government with a key role in promoting democracy and development through an evolving system of local planning, finance and service delivery.

How did decentralization become a key government policy in a weak state like Cambodia? Is the effort genuine? What progress has been made and what problems remain? Is the decentralization likely to be sustainable? Cambodians and interested observers are asking these questions as the decentralization unfolds.

Based on a review of available literature and extensive field work, I explain how the nascent decentralization efforts evolved from a pilot experiment with local level planning. I then consider current key actors in decentralization and examine in detail the structure and operations of sub-national governments, with a particular focus on planning and fiscal systems and how they have performed to date. Finally, the paper concludes with a discussion of the main issues and challenges facing the further advancement of a genuine a genuine system of decentralized planning and service delivery in Cambodia.

Given the dramatic decentralization trend in developing countries in recent years and its often poor and erratic performance, there are lessons to be learned from the Cambodia case about how to structure and strategically implement subnational planning and governance reform in poor countries with low levels of capacity.

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REGIONAL PLANNING AND SUSTAINABILITY: LIMITS AND POTENTIALS OF SOUTH AFRICA'S INTEGRATED DEVELOPMENT PLANS

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The paper considers whether South Africa's Integrated Development Plans provide an adequate framework for achieving sustainable regional development, particularly for peripheral regions of developing countries. It examines the case of Integrated Development Planning in the Ugu District Municipality, which has been acclaimed for its emphasis on incorporating principles of sustainable development into its planning processes. While the emphasis on integration and the multi-sectoral approach are strengths, greater attention needs to be given to environmental aspects, and the form of planning needs to be adapted to the context, and its social, economic and political dynamics.

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THE CHANCES OF SHRINKAGE – URBAN RESTRUCTURING IN EAST GERMANY AS LOCAL SCOPE FOR DEVELOPMENT

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Urban shrinkage is a multidimensional phenomenon, mostly based on changing economic conditions leading to a persistent crisis with a substantial increase of unemployment rates and decrease of population. As a consequence thereof vacancies in housing and commercial areas and a deteriorating image aggravate the situation. However, detailed analyses show very different types of shrinking areas. Moreover, growing and shrinking areas are – at least in the East German context – in close proximity. The consequence is an increasing competition for less and less residents and the rise of spatial disparities.

This paper focuses on urban shrinkage in Eastern Germany. 15 years after the political changes 1989/90 many cities still suffer under a double transformation pressure: post-socialist and post-fordistic transformation. In the course of changes 1989/90 these cities were suddenly confronted with a highly competitive global market. As a consequence thereof the economic basis of these cities collapsed.

Encouraged by the national government most East German municipalities have established urban restructuring programmes for the territory. To tear down abandoned or underused buildings and to improve the stable quarters they receive substantial funds from the federal state since 2002.

However, urban restructuring cannot alter the basic societal parameters, the processes of demographic change and the partial 'de-economization' of shrinking cities. This has to be tackled by coordinated national and supranational politics. But local strategies of urban restructuring may contribute to adapt the city to the consequences of urban shrinkage and may offer favourable conditions for new development opportunities. Urban planning must not resign in the face of shrinkage. As growth, shrinkage has to be managed in order to achieve sustainable development. Therefore new planning concepts are required, concepts that break away the paradigms of endless growth in terms of space, people, jobs and infrastructure.

The paper provides an overview of the current developments in Germany and highlights selected case studies from eastern German cities.

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DIFFERENT CULTURES, DIFFERENT PRACTISES: THE USE OF PLANNING CULTURE IN COMPARING WIND ENERGY EXPERIENCES IN THE UK AND THE NETHERLANDS

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Over the past decades, wind energy has obtained a prominent position on the energy agendas in the United Kingdom and The Netherlands. In planning wind farms, the UK and The Netherlands show remarkable differences. In the UK, national Planning Policy Statements direct local decision-making. Local authorities are expected to follow private initiatives and not to put constraints on the development of wind farms in advance (Kellet 2003; Strachan and Lal 2004). In the Dutch case, an administrative covenant has been set up in which mandatory goals are stated. The covenant unites national, provincial and municipal governments based on an obvious preference for consensus, commitment and consultation to establishing new initiatives (Van As et al. 2005; Ministry of Economic Affairs 2001).

In this research, the different planning practises are approached and analysed using the concept planning culture. According to Sanyal (2005), planning culture encloses the collective ethos and attitudes of planners regarding the appropriate role of the state, market and civil society in influencing social outcomes.

Using planning culture as a frame of understanding, the approach adopted in Britain becomes a result of a longstanding planning tradition adapted to accommodate change with little effort. The considerable amount of freedom of private enterprises in wind farm planning and the limited role of local authorities are embedded in a traditionally liberal and conservative view on the market and state intervention. The Dutch covenant fits the corporatist regime and tradition that lean on a search for consensus. The position of local authorities is another striking difference. British local government traditionally served as the deliverer of central government´s services, while the principle of subsidiarity forms the basis for the distribution of administrative power and responsibilities in The Netherlands.

Both are characteristics that become apparent in comparing wind energy practises. It shows how planning cultures broaden our framework of understanding of nation-specific situations. It also shows that understanding present planning cultures is crucial to comparative research. In comparing policy practises, planning culture allows us to go beyond the traditional notion of planning as a tool to direct spatial developments. It provides an inclusive perspective, in which political traditions and the socio-economic and institutional characteristics of a nation become explaining variables.

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TO BE GLOBAL FROM OWN STARTING LINE

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Facing challenges brought by globalization, cities all over the world have to restructure economy and create innovative governance structure to integrate economic and political resources in order to strengthen their competitiveness on the global stage. Despite of the obvious differences in development status, political system, and social background, cities in different parts of the world are practicing similar strategies. The research compares development and governance strategies in Shanghai, China, the largest developing country, and Chicago, the United States, the most developed country of the world since the 1990s.

The research adopts a qualitative approach. Information from case studies and interviews, and secondary data from local publications will be used and analyzed. The main finding is that a diversified economy consisting of manufacturing and service industry and a strong local government with heavy hands on development projects are two key factors making the two sister cities ready to be able to participate in the global economy in the 21st century

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PRO-GROWTH CHINA'S URBAN PLANNING

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The primary function of modern urban planning is to regulate land use and development. Land use planning is meant to maintain order, preserve the status quo and protect the environment through its well-developed machinery of growth control in the developed cities. Urban planning in the transitional China is, however, a tool for economic growth. Pro-growth urban planning is reflected in its flexible regime of development controls, land-development-led urban strategic plans, and urban-development-corporation-styled planning. This planning style is the legacy of pre-1980s centrally-controlled planned economic system, and evolved from supply-side constraints in infrastructure and shortages of premises caused by suppressed urbanization. Massive land development and economic investments have led to spectacular growth in many coastal cities which are favored by emerging market factors. This paper will explore the implications of this planning ideology and practices for the cities with weak economic fundamentals and the future of China's urbanization.

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TRACK 14: Multi-national and Cross-border Planning

LOCAL ACCOUNTABILITY AND PERFORMANCE OF WATER UTILITIES AT THE MEXICO-U.S. BORDER: THE LAREDO-NUEVO LAREDO CASE

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This paper focuses on how accountability mechanisms can improve the performance of water utilities at the local level. Usually the analysis of urban water management focuses on national experiences, institutions such as laws or the regulatory framework, and the macroeconomic context. However, this high-level approach leaves out important aspects that explain how institutions work at the local level.

The paper contrasts the institutional contexts of two water utilities located in Nuevo Laredo, Tamaulipas, and Laredo, Texas. Both cities experienced fast population growth (41% Nuevo Laredo and 45% Laredo from 1990 to 2000) that required expanding their water and wastewater systems. The Rio Bravo region, where these two cities are located, is facing declining water availability and a high level of annual water stress (50%). It is therefore urgent to improve the efficiency of water use in this region.

The main research question for this study is: How does the local institutional context and particularly, the lack of accountability mechanisms, affect the operational efficiency of municipal water?

In this paper, mechanisms of local accountability include but are not limited to boards/advisory panels, advisory and consultative committees, complaints offices, public utility commissions, public dissemination of key performance indicators, reports and disclosure statements, public meetings, external audits, report cards or surveys of public satisfaction.

This study follows an embedded design that includes water utilities in Laredo and Nuevo Laredo as the main units of analysis, and mechanisms of accountability in both municipalities as "embedded" subunits of analysis. Following Yin (2003), we apply a pattern-matching technique. We also calculate selected performance indicators proposed by the International Water Association (IWA) (Alegre, 2000) to analyze the performance of both water utilities.

This study utilizes four sources of information: semi-structured interviews, documentary information, archival records, and census data.

This research will generate recommendations on specific accountability mechanisms at the local level to improve the operating performance of water utilities in Nuevo Laredo, Tamaulipas and Laredo, Texas. Such mechanisms may reduce the financial risks of water infrastructure investments, increase the reliability and quality of water services, and may help expanding water services to unconnected households.

Proposal drawn from an approved dissertation proposal, Advisor: Dr. Jean-Daniel Saphores

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THE CROSS-BORDER METROPOLIS FALLACY FOR NEIGHBORING CITIES. THE TIJUANA (MEXICO) AND SAN DIEGO (USA) CASE.

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The hypothesis I seek to demonstrate is that Tijuana and San Diego, contiguous cities separated by the border line between Mexico and United States, form two different cities instead of one cross-border metropolitan unit. In this paper the hypothesis is developed at the aggregated scale.

This research is based on the analysis and criticism of the main arguments that sustain the cross-border metropolis hypothesis. The objective is to specify the weaknesses of those arguments and to show some evidence that sustains that weakness in the economic and population aspects. Some of this evidence is also cause of the main intra-urban differences. The discussion axis is that the structural differences between both countries impede the constitution of a cross-border systemic urban unit conformed by Tijuana and San Diego.

The methodology is a comparative one. The arguments of the existence of two cities instead of one bi-national city are presented in three relevant aspects: the urban growth, the cross-border society, and the cross-border metropolises. Most of data is at municipio and county level, and it comes from population and economic census of Mexico and Unite States, mainly from the two last decades.

The hypothesis that Tijuana and San Diego form a cross-border urban unit is based mainly on two characteristics: the spatial contiguity and the interaction between both cities. In terms of the sense of the urban growth, the hypothesis of the cross-border metropolis implies that both cities have similar futures and interests. This implication is the base of the coordination proposals between both cities in the elaboration of urban plans and public policy, proposals that have been raised in the last years by some academics and local politicians. These political implications, besides the theoretical consequences, make it pertinent to define if we are really before one or two urban units.

The hypothesis of the cross-border metropolis, however, is of impressionist nature and a theory that sustains it does still not exist. From a general point of view, this hypothesis can be criticized because it does not take into account that the cross-border interaction happens, mainly due to the structural differences between Tijuana and San Diego (not due to similarities), because there is no evidence that a cross-border society exists, and because it confuses interaction with integration and economic space with region.

I propose that border conditions make the construction of one cross-border urban society instead of two separated ones difficult. The border is a real limit for societies and markets. The differences between both sides of the border produce a potential complementariness between them; the closeness makes a real complement through the cross border interaction possible. This interurban interaction does not allow urban convergence because the intercity differences across the border depend on national conditions but not on local ones.

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EL IMPACTO DE VEHÍCULOS IMPORTADOS INFORMALMENTE EN LA MOVILIDAD URBANA EN UNA REGIÓN FRONTERIZA

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La ciudad de Chihuahua, México se ubica cerca de la frontera con Estados Unidos y siempre ha tenido niveles de importación comerciales mayores a otras ciudades y estados que no se ubican cerca de la frontera norte. Por estas razones de geografía y por la extrema facilidad para la importación de vehículos usados del vecino país, el crecimiento de vehículos particulares en lo absoluto y en medidas por capita ha sido extraordinario. El impacto de este comercio binacional se observa en la vida cotidiana de los residentes de Chihuahua pero se desconoce a nivel de análisis de impacto urbano.

Esta ponencia propone un análisis del crecimiento de vehículos particulares que han sido informalmente introducidos al país y que carecen de los requisitos de registro oficial. Actualmente se estima que casi el 50% de vehículos personales en la ciudad son de este origen. El impacto es de que el número total de vehículos ha llegado a casi 2 vehículos por hogar. A estos vehículos se les ha nombrado "chocolates".

Para este análisis, dependeremos de una encuesta domiciliaria de movilidad de aproximadamente 4,500 hogares. La ponencia reportara datos muy actualizados de las cantidades de vehículos "legales" y de "chocolates", incluyendo la distribución comparativa por modelo y año de ellos, y la relación a las características demográficas de la población que tiende a obtener y utilizar dichos vehículos. El estudio también reportara un análisis de la contribución a la movilidad urbana de estos vehículos en términos de distancias de desplazamientos, de propósitos de ellos, y otras características de los viajes.

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THE 'CITY EFFECT' AND THE PLANNING PROCESS: CRITICAL CONSIDERATIONS IN A GLOBALIZED CONTEXT

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The author has examined in the past thirty years in several occasions, the concept, the role and the possible quantification, (through adequate social indicators of urban welfare and urban life quality) of the 'city effect', within the planning process in the "advanced countries" of the world. This subject has been resumed and codified in a recent international research - headed by the author within the Research Program of the European Commission -- concentrating on four EU countries (France, Great Britain, Germany and Italy). The results were very interesting, but only if restricted to the European countries, and possibly other "western countries" of the OECD. It should be very opportune to verify such results by comparing them with other countries of the developing world, and assessing them under the light of different demographic, social, economic and cultural contexts. It would be opportune and useful to debate and to find out more about how much can differences in the historical context modify the concept of urbanity or cityness, and about the needs and values that are inherent in it and to the 'city effect'; and how much is not in it. Consequently it should be opportune and wise to dig more into which way and field one could research to obtain information and connections in these issues. In this paper, the Author, after having briefly sketched out the characters of the research approaches of the mentioned researches and enquiries on a European scale, develop just some critical considerations about the foundations of an extension of the research in the direction said, i.e. in a globalized context, for the purpose of broadening the discussion and gathering opinions on the theme, its interest and its practicability from other colleagues.

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THE ATLANTIC SPATIAL DEVELOPMENT PERSPECTIVE (ASDP) :ISSUES AT STAKE OF A MULTI-NATIONAL POLYCENTRIC PROJECT OF PLANNING

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The European Atlantic Area is defined by the very thing that gives it its obvious unity, the presence of the ocean. However, even a cursory examination of the contours of this area raises the question of its heterogeneity. For centuries, the "Atlantic-ness" of these regions has kept them together despite their fundamental differences. Today the Atlantic regions are united by their marginalisation from the most dynamic areas of the continental Europe and they are very aware of this peripherality in relation to the "heart" of Europe.

For centuries, its maritime-related prosperity was a prime common denominator for all Atlantic regions. Many large towns and cities are situated along the Atlantic seaboard including Bristol, Bordeaux, Nantes, Brest, Bilbao, Glasgow, Liverpool, Lisbon and Dublin. Furthermore in the realm of economic activity North/South short sea shipping partly originated in the transport of salt from the Atlantic towards the North Sea and Baltic Sea. At a cultural level the Celtic legacy of the 6th century has left an indelible mark in the shape of an architectural heritage and inherent identity now exploited by the tourist industry.

The first objective of the ASDP report, financed by the European program INTERREG III, is to offer a summary of the conclusions emerging from the analysis

of the current territorial set-up of the Atlantic Area. The second objective is to present a vision for the development of this area, which will help to define a possible and desirable framework for the future.

The aim of our paper is to discuss the significance and the limits of this vision, which is based on the concept of multi-scalar polycentrism, and which main issue is to analyse how to apply the proposals of the European Spatial Development Perspective and of the ESPON 111 report : "the role, specific situation and potentials of urban areas as nodes in a polycentric development", at the scale of the European Atlantic façade. In a first part, We will present the main elements of territorial diagnosis of the Atlantic Area, and in a second we'll discuss the suggested vision by the ASDP.

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CROSS-BORDER PLANNING: A COMPARATIVE ANALYSIS

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In Europe a proliferation of cross-border co-operation has taken place. While in Western-Europe the first initiatives to establish robust networks of public authorities across borders date back to the 1960s, the last 15 years a large increase of the number of initiatives and a widening of the scope of activities can be observed – especially with regard to Central and Eastern Europe. Spatial developments and interdependencies on a cross-border regional scale are often a focal point of co-operation and spatial planners often play an important role. As a result, the preparation of a plan or vision is often adopted as a core strategy to strengthen cross-border co-operation. It is regularly seen as the vehicle to create a purpose in life for a cross-border network. Building common institutions – cross-border linkages between actors, mutual trust, protocols for conflict resolution, a shared knowledge base and a sense of common faith/identity – is often seen as a pre-condition for long lasting co-operation. In establishing the success of a cross-border project the contribution to institution building is an important criterion. While some research on cross-border co-operation has been done, systematic comparisons of different initiatives and regions are rare. This paper addresses the following questions: What role does visioning play as a core strategy to increase cross-border institutional capacity and what alternative core strategies can be distinguished? What function does spatial planning have in the context of transboundary governance? What are the prerequisites of "successful" cross-border planning – especially with regard to institutional and structural framework conditions and to actors and their resources? The paper will gain insight from a comparison of two in depth case studies in two different European cross-border regions. One case is the ENLARGE-NET co-opera-

tion in the German-Czech-Polish border region and the other the Rhine-Scheldt Delta Co-operation in the border region of Belgium and the Netherlands.

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CROATIAN EXPERIENCES IN ESTABLISHING NEW MODES OF GOVERNANCE THROUGH THE EU NEIGHBOURHOOD PROGRAMME

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This paper explores new modes of governance in the new EU member and candidate countries, generated as a response to the requirements in managing European cross border cooperation programmes. Building capacity in planning practice and transfer of know-how on decision-making level is the main area of this research. The link between theory (literature on institutional and governance theories and collaborative approaches within planning theory) and practice (documents related to the EU INTERREG Initiative Neighbourhood Programme Slovenia-Hungary-Croatia 2004-2006 (NP)) is in focus. The goal of initiative is to increase economic and social cohesion through cross-border, trans-national and interregional co-operation, and to enable balanced development of the entire Community area. As an external EU border candidate state, Croatia participates in this trilateral Programme, together with Hungary and Slovenia. The NP is implemented as a grant scheme in Croatia for the first time requiring many institutional changes for its implementation. On all levels of government, the NP contributed to the establishment of stronger relations among institutions, horizontally and vertically, and a transfer of know-how in preparation and implementation from experienced partners, Slovenia and Hungary. The introduction of such a complex programme created problems due to weak administrative capacity, different sources of financing and socio-economic discrepancies. On national level, weak capacity of the Croatian Ministry of Foreign Affairs and European Integration (MFAEI) has directly influenced the initiation and implementation of NP and difficulties in the decision-making process occurred. The relationship between MFAEI and the Delegation of the European Commission (ECD) was unclear and there were difficulties in developing new administrative procedures. Additionally, insufficiently transparent information dissemination mechanisms through different government levels influenced the quality and selection of project proposals in certain counties. Socio-cultural differences in Croatia were insufficiently considered while setting up the coordination system. This became visible through the extent and quality of submitted proposals and their success in the selection procedure. Some regions showed successful coordination on county level contributing to

selection of greater number of proposals from those counties, while in others, there was a lack of capacity in preparing coherent project proposals. In accordance with the presented first Croatian experiences in the trilateral European cross-border programme, the following can be concluded: In terms of socio-developmental impacts, the joint-project proposal preparation process of the cross border partners created intensive inter-institutional cooperation and inter-institutional communication. However, only successful project proposals result in inter-institutional collaboration through joint implementation of projects, which is considered fundamental to the creation of a network society and building of social capital.

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TRANSNATIONAL COOPERATION ON SPATIAL PLANNING IN NORTH-WEST EUROPE: THE INTERREG APPROACH

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The value of cross-border and transnational cooperation on spatial development is widely recognised in EU member states and European institutions (cf. CSD 1999). There are examples of long-standing cross-border initiatives (Benelux Economic Union, SaarLorLux+ Grande-Region) in response to urgent development pressures across national borders. Since the early 1990s, the EU Community Initiative INTERREG IIC (1994-1999) and IIIB (2000-2006) has become an important driver for cooperation initiatives in transnational 'macro-regions' across Europe. These 'new European regions' (Deas 2004) will continue in the next round of EU Cohesion Policy from 2007, despite the fact that they have been criticised for being arbitrarily defined and lacking regional identity (cf. Waterhout & Faludi 2000).

The support given to transnational cooperation on spatial planning is thus continuing. Yet, there has been little discussion of when and how collaboration at this scale is desirable or even necessary, and neither on the key issues that would warrant transnational cooperation in line with the principle of subsidiarity. Even if transnational cooperation at this level of scale is accepted as being necessary, experiences with the INTERREG programme show that there are numerous factors that limit effective cooperation across national borders. In the run-up to the next round of Cohesion Policy, it is therefore important to better understand the drivers for, and shortcomings of, transnational cooperation in Europe.

This paper will contribute to a critical discussion of the EU's approach to transnational cooperation on spatial planning. Using a conceptual framework based on European integration theories (cf. Faludi 2002; Richardson 2006), the paper provides an overview of the key issues for cooperation as perceived in some of the 'macro-regions', including an assessment of whether the scope of cooperation has changed through the introduction of INTERREG funding in the longstanding initiatives.

Against this backdrop, findings from qualitative interviews with key actors from different policy sectors and levels of government in the INTERREG IIIB North West Europe programme allow an insight into the opportunities and limitations currently experienced in this cooperation area.

The paper concludes with a discussion of why, when and to whom transnational cooperation on spatial planning might be beneficial, and – in the light of the current

reform of Cohesion Policy - a critical reflection on whether the approach promoted through the INTERREG IIIB programme is a useful way to pursue such benefits.

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THE SLOW BUT STEADILY GROWING INFLUENCE OF THE EU OVER ITS TERRITORY

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On the surface, and strictly legally speaking, the European Union does not have the authority for spatial planning. The closest thing resembling this is a now dated and unofficial European Spatial Development Perspective. Looks can be deceiving however, as spatial policy is conducted de faco on a daily basis via EU sectoral policies. Structural funds allocations impact the economic and physical landscape of regions, especially when used for infrastructure. The same is true for the development of the Trans-European Networks (TENs) and the Natura2000 ecological network. European environmental legislation on air and water quality is already responsible for blocking various urban development projects, whilst rules on state aid and public procurement have changed the rules of the game for urban regeneration in many countries. Finally the legacy of the EU's Common Agricultural Policy has left its mark throughout rural Europe, virtually dictating the kinds of produce (and hence land-use) cultivated through the price mechanism.

Over the past few years it has been increasingly difficult to ignore the various contradictions that emerge by uncoordinated EU-level policies. Due to a lack of regard for geography and coordination, conflicting goals are often set for the same area or conducted in a territorially unsound way. Not only is this a problem of public administration and a potential political embarrassment, but it can also have financial consequences. Considering the EU's pledge in Lisbon in 2000 to become the most competitive knowledge-based economy in the world in a decade, territorially streamlining its own policies seems to be a logical first step.

As an initial answer to this problem some moves have been made toward increasing the spatiality of European policy at the scientific and policy levels. Regarding the first, the European Spatial Policy Observation Network (ESPON) has produced various reports that map out the impacts of EU sectoral policies, with suggestions for greater coherence. This growing pool of data and analyses will result in the unveiling of a "Territorial State of the Union" later this year, which should provide the basis for further discussions about how best to coordinate sectoral policy. This scientific enterprise has significant political repercussions. The rise of the policy term "territorial cohesion" points to the possibility of some form of spatial policy at the European level in the future. What goals this spatial policy will serve is the subject of much speculation.

In order to explore the possible outcomes, two scenarios will be discussed briefly at the end of the paper. In the first, EU sectoral policies are territorially organized to optimize economic performance within the Lisbon framework. In the second, these are geared towards achieving social cohesion and environmental protection.

This paper will be based partly on the author's book Unseen Europe which investigated the impact of EU policy on spatial developments in the Netherlands and the author's forthcoming book Foreseen Europe which draws upon ESPON 3.2 scenario research to identify how the EU can have a continued and lasting influence over its territory.

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THE HARMONIZATION OF REGIONAL PLANNING SYSTEMS IN EUROPE: THE CASE OF THE CROSS-BORDER COOPERATION BETWEEN CARINTHIA (A), FRIULI VENEZIA GIULIA (I) AND SLOVENIA

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The attempt of harmonization between the planning systems of Carinthia (Austria), Slovenia and Friuli Venezia Giulia (Italy) constitutes an actual case through which to try and explore opportunities and difficulties, of this kind of attempts, at the wider European scale.

In an European report issued almost ten years ago (EU, 1997):

- "regional spatial planning" was seen as a growing experience in Europe;
- regions were seen either as autonomous authorities able to issue specific spatial planning laws and specific planning instruments or, at least, as coherent dimensions to pursue important planning objectives between the National policy level and the municipal land use regulations;
- four different spatial planning traditions were recognized as existing in Europe.

After almost ten years many things have changed in Europe:

- new Eastern European Countries have joined the EU;
- the ESDP has created a new koine in the European planning community;
- the environmental directive regarding the Strategic Environmental Assessment (2001/427CE) is introducing new challenges for the national planning legislative bodies as well as in planning practices;
- the reform of structural funds 2007-2013 is enlarging the strategic role of regions in defining their policies for territorial competitiveness and cohesion.

The challenges that European spatial policies issue to the regions (either as authorities or as simple planning dimensions) require:

- at the practical level, an attempt of harmonizing the different planning traditions (Faludi, 2003) at least in order to deal better with international and cross-border planning issues;
- at the theoretical level, the capability of the "planning doctrine" (Mandelbaum, Mazza and Burchell, 1996) to give consistent answers to this growing demand of harmonization.

So the paper is addressed to present an attempt of harmonization between the there planning systems of Carinthia (Austria), Slovenia and Friuli Venezia Giulia (Italy) that has been carried out in the context of the Interreg IIIB Isamap project.

This experience constitutes a concrete case to examine both:

- from a practical perspective because three different planning systems as well as three different political contexts (two regional and one national), are trying to harmonize themselves showing all the difficulties of this kind of processes;
- and from a theoretical perspective because the three planning systems, comparing, at the same time, many different planning instruments, are forced to put radical questions to "planning theory" in general, about their real consistency and usefulness.

The paper reports the contents and the articulation of this attempt focusing on two main points:

- the harmonization through the definition of a common knowledge base;
- the harmonization through the definition of a common linkage between the knowledge base and the possible future actions that consists in a planning instrument in the form of a cross-border ESDP.

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THE LEARNING MACHINE: EUROPEAN INTEGRATION IN THE PLANNING MIRROR

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The territorial configuration of the EU conditions its policies, including its flagship Single Market policy. This is not an abstract space where consumers and producers roam in the search for the ultimate deal; rather, the territory of the EU is a concrete, differentiated space, a Eurasian peninsula with a long and differentiated coastline, with mountain ranges representing barriers. It harbours a heritage that is the patrimony of its diverse peoples and is the arena where citizens, corporations and authorities pursue their own purposes. The challenge of dealing with this situation is compounded by the institutional intricacies of the EU, including the fact that Member States wish to retain territorial control. It is in this minefield that European planning operates. Beyond stating that it is 'no masterplan', the study of 'The Making of the European Spatial Development Perspective' (Faludi, Waterhout 2002) has eschewed theoretical reflection, focusing instead on the practical work of the planners involved. A subsequent exploration of European in integration theories for their relevance has revealed a dominant concern for whether the EU is headed for statehood (supra-nationalism), or whether it is an international organisation (intergovernmentalism). However, so-called middle-range theories, like 'new governance' and network theory give a better understanding of the actions of planners. Meanwhile, the Open Method of Co-ordination (OMC) has made its entrance into the theory and practice of European integration. (Zeitlin, De la Pochet 2005) Applied to planning, OMC would imply a polycentric process for a polycentric Europe. (Faludi 2005) 2004 has seen the adoption also of the Treaty establishing a Constitution for Europe, but it has received a blow at the hands of French and Dutch voters. Debates concerning the Constitution raise issues that are somewhat removed from the reality of policy-making as observed in the study of European planning. Although the EU may never become a state, it is ticking away, doing useful

work, amongst others in planning. So the first proposition is that European planning is a mirror of European integration: Its development has been dominated by the same concerns for preserving national sovereignty as have surfaced during the debate on the Constitution, and this has been at the expense of due acknowledgement for its having become an effective learning machine to explore European space. The second proposition is that his may be a pointer to the future of European integration as such. The EU, too, had better be understood, not as a superstructure imposing itself on Member States and their peoples, but as a learning machine.

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EL PASO DEL NORTE REGION: THE URBAN LAND MANAGEMENT OF A TRANSBOUNDARY REGION

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The objective of this paper is to discuss the differences in the process of land development and its implications in the urban land management. The process of land development has been affected by three mayor factors: 1) unprecedented population growth, 2) the attractive business climate for the industrial sector (maquiladora program), and the presence of local economic and political groups interested in encouraging industrial growth on both side of the border. Product of the high rate of population and economic growth the transboundary the region needed substantial quantities of land development to support housing, commercial, industrial and public activities. In this context, to respond to urban land development pressures, planning institutions, non-governmental organizations, are overwhelmed by a multitude of concerns. Is the land market providing enough land to support urban development in the right locations and at the lowest possible price? Do all the income groups have access to land for housing, commercial and industrial activities? Is infrastructure expanding fast enough to support urban land development? Are services being deployed in areas where needs are the greater? In addressing these questions urban policy makers are beginning to recognize that urban land management, infrastructure development, housing provision, and land use and environmental planning are important facets of local economic development planning.

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EUROPEAN TERRITORIAL CO-OPERATION

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Underlying key question of the paper is how co-operation has to be organized to cope with growing complexity? One region where this question is pressing is Europe with its dynamic integration. The European Union (EU) has no own planning competence. Instead Member States developed common policy options and use for their application an existing European funding instrument. Co-operation does not follow a consistent planning approach. Rather it is the result of a consequent search for a maximum of co-operation while limiting harmonization of policies on European level to a minimum.

The paper analyses the EU Community Initiatives INTERREG II C (1997-99) and INTERREG III B (2000-2006). The paper compares objectives with achievements and discusses the differences and interrelations. Among the issues to be discussed is the added value of multi-national territorial co-operation, the opportunities of a funding instrument to stimulate an integrated development, and the missing of clear objectives for territorial co-operation.

The analysed policy field is too young to be assessed regarding its impact on the territory. Even more difficult would be to state if the European example can serve as a model for other regions of the world. Certainly, the analysis offers insight to a model which is under development and as such it is of interest for planning education, practice and scholarship.

The central hypothesis of the paper consists of two main aspects: Firstly, it is the right approach to keep co-operation informal as long as the concept and especially the objectives of multi-national planning are not sufficiently clear. Secondly, if Europe wants to strive for a sustainable development of its territory it is not sufficient to rely alone on informal policy objectives and a common funding instrument as incentives to achieve the objective. There is nothing like an 'invisible hand' which would coordinate all forces involved in relevant planning processes. To prevent a zero-sum game of uncoordinated actions it is inevitable to better define objectives and to establish processes which are objective driven. This would not necessarily lead to a strong EU competence for planning. Instead a clear definition on what is needed and not needed on European level could reduce complexity on each level.

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EUROPEAN GROUPING OF TERRITORIAL CO-OPERATION (EGTC) - A NEW FUTURE PERSPECTIVE FOR EUROPEAN REGIONS?

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At the moment European Regions have a special status, but no legal personality. This situation leads, in some cases, to difficulties in the territorial co-operation work. Therefore, as a part of a package of laws for the period 2007 to 2013 the European Commission made a proposal for a Regulation for the European Parliament and for the Council establishing a "European grouping of territorial cooperation" (EGTC) as a new instrument in July 2004. This Regulation had been accepted by the European Parliament in a modified way in July 2005.

In order to overcome the current obstacles hindering territorial co-operation, it is necessary to institute a co-operation instrument at the EU community level, which allows the creation of co-operative groupings in the community territory, invested with legal personality, called "European groupings of territorial co-operation". The objective of such an EGTC is to facilitate and promote territorial co-operation (cross-border, trans-national and inter-regional) between regional and local authorities in the EU with the aim of strengthening economic, social and territorial cohesion. The applicable law and its interpretation and enforcement have to be chosen from that Member State involved where the EGTC has its seat.

Because of this new instrument European Regions would be able to achieve a legal personality, which would help to improve the quality of territorial co-operation in everyday life and in the implementation of territorial European Programs.

The mood concerning the EGTC in the EU Member states is different, some Member states appreciate this new instrument, some not. On the one hand the EGTC will bring many advantages and chances for territorial co-operation but there are also some disadvantages or problems the Member states are afraid of:

Expected advantages/chances of an EGTC:

- The EGTC is a separate legal entity, which is EU-wide accepted;
- More legal certainty for co-operation partners;
- Clear status for co-operation partners;
- High acceptance and confidence within the user-group;
- Further integration step for territorial co-operation;
- More easy and better handling of territorial projects;
- Future perspective for (small) bottom up projects;
- Clearly connection of the EGTC with the EU-Programs;
- Gain of competence for regions;
- Recourse to the EGTC is optional;

Expected disadvantages/problems of an EGTC

- Finding of the applicable law and its interpretation and enforcement of the EGTC because of the different law-systems of the EU Member states;
- Overlaying responsibilities between the EGTC and the public authorities;
- Finance and responsibility questions ;
- Non EU-Member states cannot become part of an EGTC;

- More administration;
- Understanding, communication problems by the finding of consensus;
- No experience values;

In how far the EGTC offers a new future perspective for European Regions will be shown on a concrete example of an European cross-border Region.

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THE ALPINE SPACE PROSPECTIVE STUDY: AN EXPERIENCE OF EU TERRITORIAL COOPERATION IN PROGRESS

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The Alpine Space Prospective Study (ASPS) is a survey on "Sustainable territorial development in the Alpine Space: towards long term transnational cooperation", which the author of the proposed paper has recently contributed to carry out by appointment of the Alpine Space Interreg IIIB Programme organisational structures, established according to the Interreg III European Community initiative. The proposed paper is expected to present the study and the operational context in which it has been developed, to resume by this the progresses of territorial cooperation in Europe, and to point out finally the aspects of major interest for a wider range discussion on multi-national and cross-border planning. The institutional and functional complexity of the concerned territory, the characters of the EU territorial cooperation instruments and experiences, the methodology applied to this survey and the results produced by the study are elements concurring to suggest the possible interest of the proposed paper.

The European Commission´s regional policy services identify indeed the region around the Alpine massif, which is shared by both EU member states (Austria, France, Germany, Italy and Slovenia) and non-EU nations (Liechtenstein and Switzerland), as "the second European pole of prosperity". Besides the transnational and cross-border character, however, the complexity of this region is featured also by the fact of concerning an environmentally valuable mountainous territory surrounded by urbanised lowlands and metropolises and of being, in general, a functional barrier/bridge between Central Europe and the Mediterranean basin and between Western and Eastern Europe.

Such complexity may explain why, despite the experiences of cross-border and transnational planning carried out in the Alps since the 1990s, the ASPS has been asked to survey the conditions for the establishment of common perspectives for the future of the area, and for the definition of strategic fields of actions and of realistic and feasible strategic projects. Basing on the analysis of social, economic and territorial trends, of spatial policies in the Alpine area and of outcomes of the Alpine Space programme, the ASPS proposes a set of shared scenarios for the Alpine territory, practical suggestions for improving cooperation after 2006 and some indications for potential strategic projects.

More generally, the ASPS experience may constitute an useful opportunity to discuss the practices of European spatial planning and to develop further reflections in the field of strategic planning.

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TRANSNATIONAL PLANNING OF INFRASTRUCTURE – THE CASE OF THE COINCO CORRIDOR

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COINCO (Corridor of Innovation and Cooperation) is the corridor connecting Oslo, Gothenburg, Malmö, Copenhagen and Berlin. Within the corridor, two transnational regions already exist: The GO-region with Oslo and Gothenburg, and the Øresund region with Copenhagen and Malmö as the main centers. On initiative of the politicians in charge of these two regions a project was set up in order to explore the potentials of a closer cooperation between these transnational regions as well as the region of Berlin-Brandenburg.

The final aim of this project is to put forward a Strategy Document of transport infrastructure for endorsement in the political steering committee. The procedure to arrive at the strategy of the COINCO is based on inclusion of planners and civil servants from all of the 18 administrative bodies involved, and on involvement of 'all relevant actors'.

The authors of this paper are in charge of this process, and the paper will describe our approach and results until now.

The method is based on an open-ended action research approach (Jespersen & Drewes Nielsen 2005) in the planning traditions of social learning and social mobilization (Friedmann 1987). The process is centred on two sets of workshops, involving a broad representation of actors, planners and researchers.

- Three future workshops convened with local representatives in the three regions involved in the project with the aim of establishing the visionary base,

on which the strategy has to build – which are the qualities with which the COINCO corridor can find its footing in a fierce global competition, and how can each of the three subregions proliferate through an intensified cooperation. The results of these workshops is being assembled in a Vision Document, to be approved by the political steering committee.

- Six to seven thematic scenario workshops involving the same actors but in a transregional setting, taking their starting point in the Vision Document and elaborating on the concrete propositions to go into the strategy.

At present the results of the future workshops are being analysed in order to produce the Vision Document. The analysis is based on a range of theories about regional development, mobility, innovation, EU-integration, governance etc. and will concern a range of questions such as

- How to create a strong image of the COINCO corridor – locally as well as globally?
- Which kinds of manufacturing, logistical, knowledge and creative industries can form the backbone of the corridor resulting in a surplus value of cooperation?
- How can a corridor dominated by metropolitan areas develop a relationship between rural and urban spaces resulting in mutual benefits?
- Which kinds of mobility systems for passengers and freight are necessary to support this development?

These questions will be subject to deeper analysis and final treatment in the thematic workshops, planned to take place in June.

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TRANSBORDER PLANNING: MATCHING STRATEGIES TO CONSTRAINTS

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Transborder planning approaches are being advocated as a more appropriate and effective process to decision-making along the US-Mexico border. Transborder planning is based on collaboration among a range of individuals and organizations that have a stake, role, or responsibility in management outcomes in their respective countries However, local planners have found that implementation of this approach is challenging and major difficulties result from organizational constrains. This paper focuses on the role of organizations and their commitment to implementation. Based on case study and survey research, the author examines organizational constraints and the range of strategies adopted by planners advance transborder planning. It is proposed that effective transborder planning demands that organizational commitment issues be addressed directly and implementation strategies should fit existing organizational constraints.

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INTERNATIONAL BORDERS AND PLANNING: RELEVANCE AND ISSUES

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Few studies (Herzog, 1990; Alegria, 1992) have incorporated urban settlements as a unit to analyze borderlands. Herzog (1990:31) argues that a spatial approach is needed to understand international boundaries and the impact boundaries have on human settlements. Urban settlements allow us to understand " the impact of the boundary on the settlement space around the political border and the complex social and economic formations that become embedded in settlement space because of unique locational, political, and other attributes of the border zone." The focus on urban settlements and space at international borders opens up a range of options for planning action.

According to Benett and Stam´s (2000) EUGene computer model, there exist about 304 dyadic borderlands shared by two nation-states. Describing dyadic borderlands is a great enterprise because borderlands exist in all shapes, sizes and lengths. The objective of the paper is to present a typology of border regions using urban space and settlements of the 304 dyadic borderlands to understand international boundaries and planning issues these regions face. The purpose of the typology is only heuristic to understand the dynamics of international boundaries and how this affects the planning field and issues.

The study will make use of GIS to display and analyze information. Demographic, economic, and spatial variables are incorporated into the GIS database to seek patterns and start classifying borderland space. The database contains approximately 500 pairs of urban borderlands. The typology used identifies or classifies border spaces into four kinds: 1) lacking significant urban settlements, 2) urban settlements near but not contiguous, 3) border landscapes made of small binational conurbations, and 4) border landscapes made of large binational conurbations. The analysis will use the United Nations threshold, which defines urban agglomerations as those containing 750, 000 persons, to differentiate between small and large urban agglomerations.

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LEARNING FROM THE IMPLEMENTATION OF INTERNATIONAL ENVIRONMENTAL AGREEMENTS BETWEEN DEVELOPING COUNTRIES: THE CASE BRAZIL-URUGUAY OVER THE ACID RAIN FROM UTPM TERMO POWER PLANT

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This article is about the process of negotiation and implementation of bilateral agreements between Brazil and Uruguay. The agreements were on the risk of transboundary air pollution by the coal-powered thermoelectrical facility Presidente Médici (UTPM) at Candiota region in Brazil. The paper adds to the scarce literature on environmental conflict resolution and international environmental negotiations between developing countries, especially in Latin America. The research uses case study methodology to study the negotiations on UTPM. The data and information for the case was collected through interviews and official data sources in several visits to Porto Alegre and the Candiota region in Brazil, and the boundary region in Uruguay and Montevideo between 2002 and 2005.

The paper describes several findings. First, it explains why the negotiation was possible. Different factors were important to make the negotiation and agreement happens: a good historical relationship and trust between these two countries; Brazilian environmental agencies interests to improve monitoring of UTPM emissions; and lack of better alternatives to a non agreement for the two constituencies. Contextual factors, like Southern Cone Common Market (Mercosur) and changes in environmental foreign policy in Brazil, also explains common interests in joint problem resolving. Both states obtained mutual gains outcomes from the agreement by developing "joint fact finding" research and monitoring. This monitoring did not show that acid rain was coming to Uruguay from Brazil.

Second, this research reveals that institutional agreement weakness was not an implementation impediment. On the contrary, it allowed Brazilian authorities to cooperate with Uruguayans to developing acid rain monitoring in Candiota region, and as consequence improving technology of air monitoring in both countries.

Third, this research shows that the implementation process (1991-2002) produced some different results and impacts: it helped to develop environmental agencies institutional capacity both in Brazil and Uruguay; it make possible some changes at the power of environmental agencies to control UTPM; and implementation impacts also pushed UTPM "enforcement". After the agreement, environmental agencies in Brazil finally put UTPM under pressure, and the firm introduced different kind of measures to improve environmental performance. Finally, this article shows that implementation process was not finished because political interests about Candiota pollution declined at the public agenda in Brazil and Uruguay. Discussion about the problem became only scientific at the end.

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UNDERSTANDING THE APPLICATION OF THE ESDP IN TERMS OF DISCOURSE AND EUROPEANIZATION

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As the application of the European Spatial Development Perspective takes many different routes it has frequently been argued that the institutional context matters. Faludi and Korthals Altes (1994, see also Faludi 2001), who view application in terms of performance rather than conformance, point out that strategic planning messages are being re-interpreted by the addressee before being applied. Marching on along this path Böhme (2002) has interpreted the application of the ESDP in terms of integration by discourse. Building on these interpretations and adding to them, Sykes (2004) concludes that the impact of the ESDP should be sensitised for issues such as particular histories, cultures, administrative and planning traditions, attitudes towards the European project in general and the ESDP project in particular and bottom-up perceptions of in particular sub-national institutional arenas and localities. It is the latter of these aspects for which this paper seeks new theoretical devises by making use of the concept of Europeanization.

It will do so based on new evidence, gathered in the context of the ESPON 2.3.1 project, of application of the ESDP through CEMAT, by the European Commission, through INTERREG IIIB and at national level in The Netherlands. In all of these contexts the ESDP messages have been received differently.

Using spatial planning policy discourse analysis four different situations can be identified: (1) the change of a spatial planning discourse mainly due to the adoption of ESDP principles (CEMAT), (2) the adoption of elements of the ESDP where it contributes to the spatial planning discourse already in place (European Commission and INTERREG IIIB), (3) the negligence and sometimes rejection of the ESDP where the existing, though largely conform spatial planning discourse is more advanced (Netherlands) and (4) the negligence of the ESDP where it does not fit the prevalent discourse (European Commission). So there is not always further integration through discourse. To further understand this it may be worthwhile to look at the broader institutional context in which planning policy is being shaped.

For national and regional policies invoking the concept of Europeanization can do this. Following Börzel (2002) Europeanization can be understood as a process of change in which member states adapt their processes, policies and institutions to new practices, norms, rules and procedures that emanate from the emergence of a European system of governance. The remainder of the paper will therefore zoom in at the regional and national level of The Netherlands and explore how application can be understood in terms of Europeanization.

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TRACK 15: Planning Law, Administration and Property Rights

FARMLAND PRESERVATION POLICIES IN NORTH AMERICA

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In most advanced-economy countries, farmland areas surrounding urbanized regions are under pressures of conversion. Most fields of agriculture are no longer economically lucrative when compared with the alternative value of the land as real estate. At the same time, farmland and other forms of open spaces are increasingly targeted for preservation by planners and policymakers. In the midst are the farmers, or other owners of property rights. The inevitable conflict has given rise to a variety of views about the proper and just balance between the general public interest and the private property interests. This conflict poses challenges to the fields of ethics, welfare economics, planning theory, and of course – the law.

The farmland preservation issue posed above is shared by most of the countries and cities to be represented at the 2006 WPSC Congress, to different degrees and with different expressions. A variety of different stands and approaches have probably been developed to resolving this conflict, such as Transfer of Development Rights in the USA. Yet despite its importance, there has been little comparative research on this issue.

The planning laws of different countries take differing positions on what Americans call "the takings issue": That is, some do not grant any rights to compensation for "regulative takings" short of "eminent domain" taking; others allow some rights – in various forms and conditions that vary from country to country.

American planners and property-rights advocates are once again in the midst of a sharp debate over what Americans know as "the takings issue". At its height, the property-rights debate produced countless policy papers by interest groups on both sides as well as scores of academic papers by scholars in law, planning, and economics. This debate is directly relevant to open space and farmland preservation, but the special questions issues related to this issue merit special focus. For example, if farmers in the region have been allowed to convert their land to development, do other farmers have an inherent right to equal treatment or compensation in its stead? Is farming to be considered an economically viable use of the land even when the costs of farming of many types are no longer competitive with other regions or countries?

The legal and policy dilemmas of this issue are of concern to planners and lawyers in many other countries. The Special Session will address these issues from a cross-national perspective.

The responses to our Call have yielded a set of interesting proposals from several countries. The number of papers merits a sequence of two sessions – 1 & 2.

Session 1 will include:

Jesse Richardson
Richard Norton
Elizabeth Deakin
David Amborski

Session 2 will include:

Andres Sorensen
Rachelle Alterman
Evelien van Rij
Willem Bruil

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FARMLAND PRESERVATION AND COMPENSATION RIGHTS: THE HIGHTENED DILEMMA IN ISRAEL

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The issue of farmland preservation is shared by most of the countries and cities to be represented at the 2006 WPSC Congress, to different degrees and with different expressions. A variety of different stands and approaches have probably been developed to resolving this conflict, such as Transfer of Development Rights in the USA. Yet despite its importance, there has been little comparative research on this issue. The planning laws of different countries take differing positions on what Americans call "the takings issue": That is, some do not grant any rights to compensation for "regulative takings" short of "eminent domain" taking; others allow some rights – in various forms and conditions that vary from country to country. Israeli planning law grants to holders of interests in real property very extensive rights for compensation for "downzoning". Until recently the assumption was that there is no right to compensation where no prior development rights exist, such as in designated farmland. ON the contrary: it was assumed that the extensive legal protection to farmland that also exists in the law serves as a shield against such claims. Recently, however, some court decisions have cast doubt on this assumption, and cases where farmland has been designated as "open space" or "countryside preservation" have been brought before the courts. The ethical dilemma is: Do farmland holders deserve compensation for the expected value that has not been "promised" by a previous plan? And what should be the law and policy where there is no downzoning but farming is no longer economically sustainable? If the legal rights to compensation do exist when farmland would become an accepted doctrine, it may jeopardize the implementation of the recent slate of "heroic" national and regional plans intended to save some of the last open space areas in the country's densely inhabited regions. The paper addresses the legal and planning-policy dilemmas caused by this situation, analyzing the legislation and the evolution of court decisions interpreting it. I will place the analysis and evaluation in the context of prior cross-national research that I have conducted.

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FARMLAND PRESERVATION AND PROPERTY RIGHTS 2: FARMLAND PRESERVATION POLICIES IN OTHER COUNTRIES

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In most advanced-economy countries, farmland areas surrounding urbanized regions are under pressures of conversion. Most fields of agriculture are no longer economically lucrative when compared with the alternative value of the land as real

estate. At the same time, farmland and other forms of open spaces are increasingly targeted for preservation by planners and policymakers. In the midst are the farmers, or other owners of property rights. The inevitable conflict has given rise to a variety of views about the proper and just balance between the general public interest and the private property interests. This conflict poses challenges to the fields of ethics, welfare economics, planning theory, and of course – the law.

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LAND VALUE CAPTURE FOR URBAN DEVELOPMENT: AN INTER AMERICAN COMPARISON: REVISITED

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The objective of this paper is to update and expand upon the paper by the same name that was published as a Lincoln Institute of Land Policy working paper.(Smolka and Amborski, 2000) the theme of both papers is to compare and analyze the experience with land value capture tolls. The original paper was published in 2000 and was based upon the experience both individually and jointly by the two authors in Latin and North America. The paper has been widely downloaded from the website and it has been used in Universities and by Governments.

As both authors have continued to work on this area, it is now appropriate to update and revise this document included the advances in the analysis and applications of land value capture techniques in the America´s.

In Latin America the Lincoln Institute has supported research and writing into variations in land value captures techniques and applications, new legislation has been enacted to fulfill the various approaches. In the North American context that paper need to add to emphasis to both Tax Increment Financing Applications and the use of public land leasing. TTF applications abound in almost all US states and are currently being considered in various forms in Canadian provinces. Public land banking not only has the potential to capture land value in situations where large tracks of land are in public owner ship, but it also provides opportunities to more strongly control planning outcomes and the design of buildings.

The paper will assess if since the paper has been written there have been changes in the applications or the conclusions form the earlier research. For example, is it still true that in Latin America, despite their existence of land value capture tools, officials lack the understanding of how to apply them and understand their impacts. In the North American context is the focus still on taking a little from many to pay for growth related costs.

The paper will be a welcome addition to the literature as it will update current applications and approaches to land value capture.

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FARMLAND PRESERVATION IN THE NETHERLANDS

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The Netherlands form a very densely populated country. Land use policy is also very "dense", which means that there are a lot of policy targets for land use and a lot of

government institutions trying to realise these targets. Policy targets include agricultural production, environment, soil protection, water pollution protection (both ground and surface water), nature conservation (habitats and species protection), drinking water extraction, water storage etc. For all or at least for many of these policies there is special legislation in force and legal instruments available, such as ordinances, plans, regulations, permits, duties etc. All these instruments restrict the agricultural use of the land.

On the other hand land owners profit from the increase of value of their property if the government decides to upgrade the designation to 'building area'. Only by a simple administrative or political decision a farmer can get rich!

In The Netherlands the big issue today is: can we take (some of) the increase of value resulting from profitable developments for land owners from them, and use this for compensation for less profitable – or even prohibitive, leading to expropriation – developments. The discussion circles around three definitions: the allocation and taxation of costs of public goods to developers, the equalization of costs of profitable developments in one and less profitable developments in another area, and finally: the taking of profits in profitable areas for other desirable developments (kostenverhaal, verevening, baatafroming).

The paper will focus on the following questions / issues:

a) Which limitations can be imposed on the agricultural land user for other (than agricultural) policy targets? To what extent the obligations can interfere with the policy of agricultural enterprises?

b) At what level of interference compensation of damages must be paid? Does legislation consider the payment of compensation? What is the role of the "taking" or "regulation" of property?

c) Which costs of public goods can be taxed to land owners that profit from developments? The general principles of taxation will be discussed here: profit, causality, accountability.

d) How can profitable designations be coupled to less profitable designations? Several Dutch examples will be addressed: experimental TDR-projects, new estates, agricultural building sites PLUS, red for green, etc. All these examples put the idea of "planning by negotiations' in front.

e) A new Act was recently proposed in Dutch parliament: the Land Exploitation Act (Grondexploitatiewet). This Act probably gives a adequate legal basis for cost recovering and agreements on spatial developments.

It's all about money. Or is it about the quality of our physical surroundings?

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THE GREENBELT AND BEYOND: PROPERTY RIGHTS AND AGRICULTURAL LAND PRESERVATION IN CANADA

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Property rights are not entrenched in the Canadian constitution. At the national level, however, the recently elected Conservative government has suggested that they may move to constitutionally entrench these rights. Whether this change occurs or not, there is no doubt that this issue has been significant in the development of legislation and related land use controls.

The issue of property rights has been front and center in recent debates including new "Greenbelt Legislation" in the Province of Ontario. The Greenbelt Act, 2005 enables the creation of a Greenbelt Plan to protect about 1.8 million acres of environmentally sensitive and agricultural land in proximity to Toronto from urban development and sprawl. This issue is also relevant for many land use planning policies where provinces and municipalities use their authority to regulate land use.

This paper and presentation will explore the issue of property rights and agricultural land preservation in Canada. It will draw upon examples from across the country.

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THE LEGAL RIGHT TO A BE HEARD IN PLANNING PROCEDURES: A COMPARATIVE VIEW OF ENGLAND, THE NETHERLANDS AND ISRAEL

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The right to be heard -- Audi alteram Partem – is enshrined in administrative law most democratic legal systems, also known as part of "natural justice". It allows citizens some protection against damaging government actions. The other side of the coin of the right to be heard is the obligation of government authorities to offer the opportunity for a fair hearing. This right and obligation require reasonable information to be disseminated by the government authority about its intended actions.

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. There are however many differences between planning laws regarding the right to be heard. Among the differences there could be variations in the ways of informing the public about plans. There could also be Dissimilarities in the stage, format and extent of information to be delivered, as well as the categories of persons or other entities having the right to be heard. In addition within each country local authorities may be interpreting and implementing the legal rules in somewhat different ways.

We analyzed the laws of three countries: England, The Netherlands and Israel. In addition we conducted a field research examining a sample of local authorities in the countries. In Israel the sample was larger and the analysis went into additional issues. This paper will report the results of our research.

For each of the countries we shall be answering the following questions:

1. What are the main ways for informing the public about plans?
2. Beyond the formal plans, what kind of information is accessible to the public?
3. Who, or which party, should have a standing to be heard – only the immediately affected or third parties too?
4. Are there any requirements that may restrict accessibility?
5. What are the different ways of "hearing" the public?
6. Who has a right to a formal hearing?
7. How many opportunities are there to be heard ?
8. Are third parties represented in hearings? By who?
9. Are there third party appeal rights?

Dafna Carmon is a Ph.D. student at the Graduate Program in Urban and Regional Planning at the Technion – Israel Institute of Technology. Professor Rachelle Alterman is her supervisor. The presentation is drawn from an almost completed dissertation

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PLANNING IMPLEMENTATION: CRITICAL INTERNATIONAL COMPARATIVE PERSPECTIVES

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Master planning—here restricted to the public prescription of the future spatial arrangement of land-using activities in urban settings—is under duress in almost all national settings. Adopting a comparative cross-national perspective featuring planning modes in North, Central and South America, this paper aims to find in the

varied experiences examined the prime reasons for planning's limited capacity to effectuate desired change. And of these none is more critical than that to be found in the shortcomings of the means for implementation. Regulation as well as fiscal policies associated with both taxation and spending are everywhere at base planning's primary implementing tools. Of fiscal policies, public investment in basic infrastructure is particularly instrumental. All plans, in the end, stand or fall in relation to their capacity to garner and sustain political legitimacy transacted prior to and throughout implementation. A strong central state, limited resistance, and modest objectives have conspired for success in the past. Such was the case in the Renaissance revival of the Graeco-Roman ideal in 16th and 17th Century Europe whose spatial themes also informed the greenfield geometries of the British and Spanish colonial cities of the New World, including Savannah, Mexico City, and Lima, colonial outposts elsewhere on every continent, and new towns in general. During the 18th and 19th Centuries unplanned growth of major cities the world over began to expose a wide range of attendant challenges. At the same time the emergent social and natural sciences began to furnish a far more nuanced set of causalities linking built environments and societal outcomes. These in turn gave rise to efforts in the UK, Canada, the USA, and elsewhere to formalize and institutionalize the apparatus for urban planning—including implementing vehicles—in the early 20th Century. Considerable variation in implementation practice is found along the north-south transect examined here. Moreover despite the homogenizing pull of globalization in all its facets and the gradual emergence of a global planning "culture", implementation practice is not progressing along a convergent path. Rather distinct modes of implementation practice are taking hold. None, however, appears fully capable of addressing the growing multitude of purposes planning variously aspires to pursue in relation to any of the emergent themes such as sustainability, smart growth or even the so-called "new urbanism". The paper concludes with a firm set of recommendations for contemporary implementation practice in the prime categories of urban places extant on the world scene today. Resource-poor hyper-urbanized agglomerations of the developing world are clearly not only least capable of mounting costly fiscal investments, but also most resistant to the adoption of regulatory approaches.

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THE POLITICS OF DISORDER: AN ANALYSIS OF URBAN LEGISLATION IN RIO DE JANEIRO

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This paper examines the contradictions in the discourse of order present in almost every urban land use legislation passed in Rio de Janeiro since 1937. The attempt to impose order over urban development through legislation and urban projects lead to a politics of disorder, whose marks can be seen on many aspects of the built environment: from buildings, urban fabric, vacant lands, irregular subdivisions and favelas. The politics of disorder has its roots on the many irregular land use developments that became common practices in the municipal bodies. The non-compliance to the legal norms led to a discourse of order that created growing restrictions land use and building. I have examined in a previous work this phenom-

enon, which I call the pseudo disordered space and argued that it has its roots also in the cultural process of law disobedience, in the corruption of social and economic structures and led to a process where norms acquired an the exchange value as any other commodity. This paper intends to follow up on that analysis, looking up at the special acts passed by municipal councils and comparing those to the existing norms and also examining the role of interest groups in having special legislation enacted.

This paper is part of a broader research that examines the role of urban legislation on the morphology and structure of the built environment, and is particularly relevant for planning practice at the municipal level. This is discussion is particularly important in the face of growing urban informal spaces. My analysis of order and disorder in the urban realm of contemporary cities relies on three authors that have been discussing this theme: Henri Lefebvre, who says that in a capitalist society "everything has to be integrated in an order (apparent and fictitious) strengthened by coersions. Everything, except for a piece of disorder and freedom. sometime tolerated, sometimes persecuted in a terrible repressive way." (Lefebvre, A Revolução Urbana, 2002, p. 44); Michel Foucault's discussion of order as an expression of power and his notion of power network; and Boaventura de Souza Santos's discussion of order and disorder. And of course, on my own work where I discuss the role of urban legislation in the construction of the formal and informal space.

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STRATEGIC URBAN PLANNING

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In urban planning theory, several authors stress the need for a strategic approach to planning. They indicate that strategic planning is needed to cope with today's complex and rapidly changing environments. Due to increased international competition, demographic shifts, globalization, oil crises and other developments, planning becomes more and more subject to forces in its environment. This means that the solutions to the complex problems that confront planning depend increasingly on the ability of planners to combine strategic vision and short-term operational activities with a deeper focus on the various stakeholders or 'clients' of planning. For this, strategic planning provides methods and concepts that are more market oriented, more pragmatic, and more realistic than other planning approaches. Strategic planning searches for an optimal fit between the internal strengths and weaknesses of planning organisations and the threats and opportunities in their environments. Strategic planning is a method of planning that is bottom-up as well as a top-down, and inside-out as well as outside-in. This paper explores the possibilities of incorporating strategic planning into urban planning, changing it into strategic urban planning. The analysis is based on a multiple case study of six industrial area developments in The Netherlands. The cases were analysed with the use of a strategic planning model that was developed from a review of strategic and

urban planning literature. The results of the case study show there are many formal rules, laws and prescribed policies, as well as many informal rules, standards and conventions that altogether largely restrict the possibility of applying strategic urban planning. Another finding is that planners mainly focus on the prescribed procedures and policies because these form the mandates and frameworks that they must carefully comply with. The planner is not paid for thinking strategically but for developing plans that comply with the rules, policies and laws. However, in two cases studied, we found a rather strategic approach to planning. This suggests that strategic urban planning is possible. The research concludes that for successfully applying strategic planning in urban planning, current planning practices and the institutional context need to change.

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FROM STATE-REGIONAL PLANNIG TO MUNICIPAL-LOCAL PLANNING IN MEXICO: GOING IN THE RIGHT DIRECTION?

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As Mexico enters the twenty-first century, intergovernmental relationships among the three levels of government (federal, state, and local) are slowly but steadily changing, allocating more powers to the local level. A series of political events lead to the belief that the political arena is ripe for a new kind of a state-municipal approach to the planning process for managing growth. This approach involves a new growth management strategy in which state and municipal efforts are coordinated. Within this context, this article provides a framework and empirical evidence to understand the causes behind the structure of laws and policies on growth management systems which have been adopted by the states. In order to explain this framework, an analytic five step strategy was followed in the research: context and background descriptions, problem definition, review of enacted laws, implementation of planning policy, and evaluation and analysis of effects. This "chain of evidence" was used to explicate two case studies in a narrative sequence. Selected case studies included the state governments of Jalisco and Nuevo Leon. These states experienced strong growth pressures and also allocate the second and third largest cities in Mexico. Commonalities and differences between the two states became major findings of this study and set the basis for concluding recommendations for improving the ongoing growth management processes in Mexico.

Data were collected from state and municipal archives, enacted laws from 1960 to 2000, as well as interviews with key informants.

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COMPENSATION RIGHTS FOR REDUCTION IN PROPERTY VALUES DUE TO PLANNING DECISIONS IN POLAND

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The purpose of this paper is to examine the role of compensation rights for reduction in property values due to planning decisions in Poland. It is a view from post-communist country, which from the early 1990s has reformed planning law and land use law, unfortunately without positive results so far. Moreover the government dose not have any vision of land planning reform.

The issue of compensation for planning injuries is still neglected in Poland and currently is undergoing severe stress through lack of practice and inconsistent court cases. Planning theory and law doctrine still ignore the negative impact of planning decision on a value of private property issue and even regulatory taking issue. The absence of scholarship in this area is surprising, when we take into account the amount of blighted land in last several years More attention is only paid by doctrine and judiciary to the problem of planning gain and betterment levy. It must be also indicated here that Poland is before a judicial precedent refers to a planning blight issue before European Court of Human Rights which might strongly influence the planning injuries issue.

This article from theoretical and practical perspective analyzes land planning injuries regulations. In part I of this article I explain briefly historical background. Further I focus on constitutional rules concerning protection of private property and how these rules refer to land use law. Additionally, in this part I mention about big influence of European Convention on Human Right on Polish law. In Part III I examine substantive prerequisites of regulatory taking claims and minor taking claims. I also emphasize the question of delimitation planning blight from others decline in the value of property. Further I focus on indirect planning injuries, especially I try to identify injurious affection claims in Polish law. Part V is devoted to conditions of compensation claim. and procedural aspects of planning injuries. Finally the paper argues that the existing law definitly need to be revised. I argue that regulatory taking remains area of potential clarification. I suggest that for legal clarity is necessary to delineate a boundary between regulatory taking and others reduction in the value of property (minor planning injuries) requires only the payment of money compensation, but not acquire of land. I also indicate that the compensation should be expanded to injuries affected by new highways scheme.

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FARMLAND PRESERVATION AGAINST RIGHT TO CONVERSION INTO COMMERCIAL LAND IN POLAND

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In my paper I focus on legal aspects of farmland preservation in the context of regulatory taking. This issue is very important in Poland, because farmland occupies about 60 % of country's territory. Currently the majority of farmlands are not covered by local plans and the process of excluding these lands from agricultural production and getting development rights is not significantly restricted. However, in the nearest future thousands of new plans will be introduced in Poland (second step of planning reform). Local plans limit development and potential conversion of farmland into commercial land. So surely the problem will arise soon. In the I part of the paper I define a "right to conversion". Further I present legal framework of farmland preservation in Poland. I focus on constitutional rules concerning protection of private property and how these rules refer to farmland preservation. In Part III I analyze the possiblity of making claim for compensation under Land Planning Act for "planning injury" caused by prohibition of development . Finally I argue that the existing law definitly need to be revised and new instrument should be introduced - local open space easement.

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CENTRAL GOVERNMENT'S ROLE IN URBAN LAND GROWTH MANAGEMENT-THE PERSPECTIVE IN CHINA

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Rapid urban land growth has been one of the major characteristics of China's urbanization process since the reform and opening-to-world policies started in late 1970s. Due to its unique political system, historical experience, and geographic conditions, the contemporary urban land growth in China are still evident for its short land acquisition period, large land development scale, and large-scale of industrial use and low-price residential use. Although urban land use is basically a local issue for cities, many important policies are also framed by the Chinese central government to ensure the national interest.

By reviewing the development of urban land growth in China, this paper finds that the role of the central government in urban land growth has been changing in recent years. The once exclusive objective of ensuring urban economic development has been replaces by a multi-goal consideration of economic, social, environment issues and of both urban and rural interests in urban land growth process. This has also greatly affected the policies of city governments, and has consequently influenced the local land use pattern. At the same time, however, the objective of the central government tends to be more and more difficult to accomplish in urban land growth. Some causes for the change and the possible perspectives for adjusting central government´s role in future are discussed in this paper.

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IDEOLOGICAL CHANGES IN ISRAEL'S PUBLIC LAND POLICY: ANALYSIS OF DECISION -MAKING BY ISRAEL'S LAND ADMINISTRATION (ILC)

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The research attempts to identify the main objectives that underlie Israel's national public land policy and their evolution over time. The goal was to find out the extent to which the major changes that Israeli society and economy have undergone over the past 5 decades are reflected in the decisions of Israel's Lands Council (ILC) through time. Although Israel's public land policy has a direct affect on the majority of the Israeli population, the decision-making process in the ILC has to date not been systematically examined.

In selecting the decision areas to focus on, we adopted the Israeli Land Administration (ILA) consistent and basic distinction between urban land and agricultural (cooperative farming) land. In each sphere, we focused on what is widely regarded as the major policy issues: In the urban sphere, the selected issue is the gradual evolution of the public leasehold contracts for households and the incremental granting of greater property rights to the urban lessees. In the agricultural sphere, the selected issue is conversion of farmland to other uses and the evolution of policies about the share of financial benefit granted to the holders of agricultural lessees. This issue is currently the subject of intense public debate in Israel, involving profound questions of social equality and distributive justice.

The purpose of our research was to analyze the main considerations that influence ILC decision-making process. The research method selected focuses on

the protocols of the decisions associated with the two topics stated above. We developed a set of 5 normative objectives (or dimensions) and 2 operational objectives that characterize the set of topics on the agendas of the ILC. Each was placed on a scale of degree of dominance. The five normative objectives are: The Zionist-national objective; the economic objective; the financial objective; the social objective; and the environmental objective. The two operational objectives are the administrative-efficiency objective and the legal certainty objective.

Using content analysis as the selected research methodology, we analyzed the statements made by the ILC members throughout these protocols, and gave each protocol a set of scores – one for each of the seven dimensions. The scores could theoretically range from +5 (major consideration, high dominance) to -5 (a conscious willingness to forfeit that objective). In fact, the scores ranged from +3.0 to -1.3.

Our findings indicate that there is a distinct and often counter-intuitive separation in the decision making considerations between the urban and rural spheres. Even when the ILC members gave a similar weight to a specific objective in both spheres (such as the Zionist-national objective), that objective received a different interpretation or definition in each of the two spheres. The policymakers clearly have a different set of attitudes towards urban lessees than rural lessees.

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THE RIGHT FOR COMPENSATION FOR DECLINE IN PROPERTY VALUES DUE TO A PLANNING OR ZONING DECISION IN AUSTRIA

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Austria is a federation consisting of nine states and about 2300 municipalities. The competences concerning planning law are thus divided between the federal and the regional authorities. The competences regarding spatial planning on the local level and thus also for revising land use and development plans are split between the provinces and the municipalities. The most important instrument of spatial planning on municipal level, are the so-called land use plans ("Flächenwidmungspläne"), which are passed by the municipal council and which have compulsory effect upon land owners.

Within the land use plan, each single lot is assigned a certain classification and thus is characterized by the appropriate utilization types. As a result, the possibilities of utilization of the real estate by its owner are influenced by the classification of the land. The owner is not bound to adapt the current use of the land in case it conflicts with the contents of the land use plan. In case of a desired change though, the future utilization is restricted to conformity with the plan. So land use plans decide about the admissible development of property and thus influence the value of property.

Especially in the case of a revised land use plan, which reduces development rights of property, having had development rights under the original plan, a significant decrease in value of the property affected is to be expected.

As during the last decades the municipalities have classified a high percentage of land as building land the current situation in Austria shows a backlog of building land. To remove this state, municipalities now try to reduce development rights and to re-classify former building land into green land. All nine provincial laws on spatial planning permit the reduction of development rights by revised land use plans. Unfortunately that is the only common ground, as the rules on compensation for such reductions vary considerably.

Our work provides a comparative overview about compensation rules for reduction of development rights due to revised land use plans, both on the regional and the federal level. We also concentrate on the constitutional aspects of the right to compensation and provide a comparative description of the regional situation, covering material law as well as procedural rules and regulations. Not only the legislative aspect, but also the practical approaches of the authorities involved are compared. Finally, also the question to what extend a duty to pay compensation for the restriction of property rights, resulting from a reduction of development rights due to a revised land use plan, can be found under the jurisdiction of the Constitutional Court, is addressed and a critical analysis of the regional law under this aspect is given.

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MONEY FROM THE MARKET? POSSIBILITIES FOR TDR-LIKE INSTRUMENTS IN THE DUTCH PLANNING SYSTEM

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Market-oriented planning instruments receive a lot of attention in the Netherlands lately. The contemporary Dutch planning still reflects a strong awareness of the need for a more balanced and sustainable spatial development with excess space for future development ('Smart Growth'), but assumes that it is the market itself that should be able to resolve planning problems either without or with only little (financial) public intervention.

The US-concept of Transferable Developments Rights (TDRs), where development possibilities are being transferred between areas, is now one of the most debated instruments, although there are a lot of disagreements about what this instrument might contribute to the Dutch planning practice. Most of the classic US-TDR-initiatives focus on rural areas and are about compensating landowners for the loss of a (possibly) profitable way to develop their properties. In, for example, the highly developed metropolitan area of Amsterdam, this kind of TDR does not seem to be useful.

However, the use of TDR might be interesting in somewhat adapted forms. In New York City the TDR-system has already been revisited. It is not only used as a way to control the average heights of buildings in certain neighborhoods; in the case of the 'highline' project it was also used to rezone a neighborhood with an industrial function to a residential zone. A bonus system also exists, in a way that developers may build additional floors if they also provide public facilities. Another permutation of the classic TDR is the so-called Density Transfer Charge (DTC), where developers are allowed to exceed pre-established density threshold by buying a density charge. The community can use these DTCs for preservation of land. These instruments are examples of an American approach to planning that is character-

ized by a facilitating government that is not as involved in the actual development of plots as the Dutch system is used to.

In this paper we explore to what extent such TDR-like instruments might be possible in Amsterdam by addressing several possibilities of exchanging developments within the context of the Dutch planning and legal system. We will focus on American cases, where TDRs are not only used to compensate landowners but also as a dynamic tool to reach other – Smart Growth – planning goals. TDRs can in this way lead to a sophisticated system of development that is highly responsive to the wishes of the market and at the same time enables local governments to reach certain planning by linking non-profitable zones to profitable ones. The acquired insights will be tested in a real life experiment in Amsterdam.

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NORTH V. SOUTH: POLITICS AND SOCIAL NORMS IN THE EVOLUTION OF PRIVATE PROPERTY RIGHTS IN VIETNAM

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How do private property regimes come about? Harold Demsetz' classic theory counted the costs and benefits (1967). A sufficiently large net economic gain that could be generated by a change in property regimes would provide the incentives for society to impel a change. However, empirical evidence has shown that renewed public efforts to lower the private costs of legal titling have still had limited success in unlocking the benefits of property ownership (Payne 2001; Woodruff 2001). Meanwhile, in places like the transition economies, private property systems of various permutations have been rapidly spreading (Kaganova 1995; Li 1999; Zhu 2002; Lowe and Tsenkova 2003). Clearly other factors besides costs and benefits are needed to account for the empirical diversity.

Explaining the evolution of property rights has been posed as one of the great challenges in the economic analysis of law (Merrill 2002). In particular, the mechanisms by which society counts the costs and benefits and the form that new property rights take as a result have been left unanswered. By delving beyond economic cost-benefit calculations to examine the processes of property rights regime changes more recent literature has been identifying other institutional factors that can make important differences in property rights outcomes (Banner 2002; Libecap and Smith 2002). However, the scholarship seems to reside in two disparate universes. One is a political world where group interests manipulate or negotiate changes in property regimes for their benefit (Epstein 1985; Levmore 2002). Meanwhile, there are also quaint, small communities where people know one another and seem to democratically agree on a property regime for the common interest (Ellickson 1973; Ostrom 1990).

This paper extends the current state of the literature by presenting empirical evidence of how Vietnam's newly emerged private property rights evolved during the 1993-2004 transition period. Despite a centralized political system, nation-

wide legal reforms, and similar high housing demand pressures, property rights evolved differently in Vietnam's two leading cities Hanoi and Ho Chi Minh City. While previous scholarship would predict the change towards private property rights, this paper argues that the observed differences between the two markets' vocabulary and prices for the new rights indicate the importance of both local social norms and politics in shaping the evolution of property rights.

In presenting the empirical evidence, this paper discusses differences in politics and social norms between Vietnam's northern and southern regions according to key informant interviews and the area studies literature. Then, the paper uses hedonic price models to statistically analyzes newspaper listings of houses offered for sale in both Ho Chi Minh City and Hanoi to find how much these markets value the new private property rights differently.

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TAXATION OF OPEN SPACE TO PREVENT URBAN SPRAWL: WHY IS THIS SIMPLE REMEDY HARDLY EVER USED?

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Open space close to cities has benefits for city dwellers, which are not priced in the market value of the agricultural land. When open land is transferred to urban space, there is so a welfare loss, because people who are enjoying the landscape are not compensated. Charging a development tax can be considered as a simple form of government intervention that can be a remedy to this problem (Brueckner, 2000). However, this instrument is hardly ever used. This paper discusses this instrument, and places it into a context of other planning instruments in relation to urban development. It goes into a recent policy debate in the Netherlands in relation to introducing an open space tax, and the research that has been commissioned to be able to introduce this tax. It also goes into the policy process, which ended up in not introducing it. Finally, conclusions are drawn whether taxing development may be a useful instrument in addition to other planning instruments.

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CORRUPTION IN PLANNING AND LAND DEVELOPMENT IN GREECE: FIGHTING LERNAEAN HYDRA AT ODDS

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In a recent 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%...". In a similar survey in the newspaper "Nea" of 22/11/2004 it was found that " as it concerns corruption cases in the Greek public sector, according to surveyed citizens, most cases are met in Taxation Departments (62%), to Urban Planning Departments (58%) and to Hospitals (33%)". Cases of criminal prosecutions for public employees of Greek Planning Departments in central and local administration, accused for corruption, are also quite frequently mentioned in the media.

News like the above are accepted as deja vu in Greece. 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, 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, empirical research will be presented, including data, empirical investigations, attitude surveys, and reference to case studies. Successive anti-corruption measures on the national and European level, and legislation implemented by the Greek government will be described, and implementations will be evaluated. Variables will be proposed, relating corruption in the sector of planning and spatial development to other social, political, and economic factors. Finally, transferability of related laws and policies to European and other countries will be examined.

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INSTITUTIONAL CHANGES FOR LAND REDEVELOPMENT IN TRANSITIONAL CHINA: THE CASE OF JINHUAJIE, GUANGZHOU

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The functioning of a land market depends on a matrix of formal and informal rules, and a myriad of institutions. These rules and institutions determine and enforce property rights to a large extent. Over the past two decades, many Chinese cities have experienced rapid land redevelopment. Land reforms since 1978 have triggered profound institutional changes, which shape the patterns and processes of land redevelopment. Conflicts between the old centrally planned system and new redevelopment interests led to changes to existing institutions and property rights in the land market.

Using Jinhuajie, a typical central area in Guangzhou as a case study, this paper examines and analyzes the critical reforms relating to the land redevelopment process using an institutional and property rights approach. Data is collected through intensive field surveys and in-depth interviews with government authorities and developers in Jinhuajie.

The research reveals that land reforms leading to changes in institutions and property rights, from a centrally planned system to a socialist market economy, went through several phases. Firstly, the local developmental state initiated coalitions with state subordinated real estate development companies (REDCs) to carry out redevelopment of dilapidated neighborhoods. In the next phase, de facto ownership over land is issued to state owned enterprises (SOEs) for 5 years. In the third phase, coalitions were abolished and new regulations forbidding negotiation for land leasing took the Chinese land use system one step further into open market mechanisms. However, informal property rights during the transitional period created land rents, and the chase for these rents resulted in rapid, but sub-optimal redevelopment and disorder in the land market.

This paper examines and analyzes the changes in institutions and property rights in Jinhuajie, and the resulting problems.

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VIEWSHARING: A CASE STUDY IN RIGHTS VERSUS UTILITY

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Outward views of visually attractive features, such as water bodies, parks, monuments or other landmarks are one of the higher order values attributed to land. Views are not typically considered to be as important as connection to utilities, proximity to services and transportation or many other features. Nonetheless, views are highly valued, often commanding significant financial sums (Millington, 1995: 60). Additionally, outward views are often associated with expensive and intensively developed areas.

Despite the value placed upon views, a long-standing urban planning maxim in Victoria and elsewhere has been that 'there is no property or other recognised right to a continued enjoyment of a view´. The rationale for this - overall benefits accrue to society when views are excluded from planning considerations. However, the Victorian planning apparatus is increasingly admitting shared rights to outward views in certain locations as a valid planning reason. This paper considers the case of Victorian planning to demonstrate that rights to outward views are socially constructed and maintained, and that this has implications for both individual rights and the public interest.

The paper examines the treatment of outward views from property over time in common law and in urban planning, up to the current situation in Victoria where some planning schemes include provisions for 'reasonable sharing´. It is contended that the treatment of outward views, initially based upon natural rights, increasingly became influenced by a utilitarian rationale based in the logic of the market. However, the recent development of 'reasonable sharing´ approaches is a movement towards a procedural logic based upon more inter-subjective and place-based understandings of rights and utility. The idea of rights as socially constructed is explored, considering the impact of common law and planning systems upon the distribution of rights. To do this, three case studies illustrating certain aspects of views are outlined, in association with references to a number of other cases. The basis of utility in market logics and often unquantifiable assumptions is questioned as unfairly favouring the rights of new developers over the static defence of rights by existing occupants. It is suggested that planning procedures, which admit the concept of 'reasonable sharing´ can allow more place-specific and inter-subjective application of tests for view-sharing, to serve both utilitarian and rights rationales for planning.

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THE TENSIONS BETWEEN FARMLAND ECOLOGY AND FARMER EQUITY IN U.S. REGULATORY TAKINGS JURISPRUDENCE

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The purpose of this paper will be to discuss the inherent tensions that seem to exist between concepts of farmland from a land suitability perspective (i.e., land most suitable or farming based on soils, topography, drainage, and so on)—that is, farmland ecology—and concepts of farmland as an economic asset that is entirely fungible. From the former perspective, it may make some sense to prevent the conversion of good farmland to developed real estate, and issues about perceived fairness to the farmer (farmer equity) takes a back seat. From the latter perspective, farmer equity becomes a foremost concern, and farm ecology takes the back seat. These inherent tensions "seem" to exist because they permeate the debates about farmland protection and property rights, yet appear to be—remarkably—absent from the U.S. Supreme Court's regulatory takings jurisprudence. Drawing from the literature on land and private property rights (Freyfogle 2003) and particularly farmland protection and property rights (Richardson 2003; Sabath 2004), as well as regulatory takings jurisprudence more generally, the questions this paper will address are: to what extent has this debate been addressed in the U.S. legal framework (particularly the U.S. Supreme Court jurisprudence on regulatory takings); to what has the debate shaped expectations about farmland preservation, development and private property rights in the U.S.; and where does that leave us in terms of farmland ecology and farmer equity.

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SOCIAL ENTREPRENEURSHIP AND THE LEGAL CHALLENGES OF HYBRID NON-PROFIT ORGANISATIONS: THE CASE OF HOUSING ASSOCIATIONS IN THE NETHERLANDS

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The paper explores how regulation and policy might promote public action by private organisation. The last 20 years, liberalisation of the national welfare states raised the significance of social entrepreneurship for the provision of public amenities. Characteristic is the provision of public goods and services by private organisations

in relative autonomy. It tries to combine the opposite aspirations of the public and the private sectors, but the actual performances are neither controlled by the selection mechanism of the market nor by the political budget mechanism of the state. This position creates a sensible vacuum of control. The debates on the legal position usually focus on the minimum and maximum margins at both (opposite) sides of social entrepreneurship. On the one side the regulation aims at the minimum level of social amenities that should be produced. On the other side the action space is enlarged: how freely may these social entrepreneurs move? However, social performance cannot be enforced by setting margins on the action space of private organisations. The paper discusses the case of the housing associations (HAs) in The Netherlands, who own 37% of the total housing stock (the highest % in the EU). They were private and not-for-profit from the beginning, but always under a regime of State authorisation, support and control (since 1901) and now also liberalised and financially independent since the early 1990s. This took away an effective steering mechanism for the State in relation to the HAs. Since then, these social entrepreneurs in general moved properly within the margins, while their stake as independent developers in planning processes grew. In the last five years however, the construction of new social dwellings stayed far below aspirations, caused by cumbersome planning procedures and the lack of administrative and legal tools to ensure production. The authors analyse different legal and policy strategies that are used in this case to overcome the stalemates of unsatisfactory performance. The Dutch HAs lay under scrutiny, not only from National Parliament, but also from the EU in the person of the (Dutch) Commissioner for Fair Competition. New legislation is underway to counter EU threats and and national critique. Therefore they show an excellent example of the present re-thinking of the role of social entrepreneurs at national and international level.

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FARMLAND AND OPEN SPACE PRESERVATION IN JAPAN: LOCAL MOBILIZATION FOR VOLUNTARY LANDSCAPE PRESERVATION PROTOCOLS

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Japan has one of the world's strongest legal protections of property rights, with both a constitutional protection of the rights of property, and a distinctive culture of deference to property ownership rights. Traditional attitudes to land ownership were reinforced during the rapid growth period by clumsy attempts by the state to expropriate land for public works, such as during the Narita Airport debacle. The resulting weak regulatory restrictions on land development combined with very high land prices to make open space preservation near large cities very difficult. One

significant response has been the development of voluntary landscape preservation agreements through intensive local consultation and consensus building. This paper outlines the Japanese land development control regime, and examines one process of local organizing for landscape preservation in Hotaka village, Nagano prefecture. The paper outlines the organizing process, the actors involved, the landscape plan it produced, and its impacts on development activity over the last 5 years.

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ACROSS THE COUNTER: A 2-TABLE PERSPECTIVE ON BRITISH DEVELOPMENT CONTROL

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Planners are often viewed as weak voices of reason in a violent sea of power. Planners' influence is tied to their ability to command information and to foster consensus. Theories of planning in the past twenty years have focused on planners adoption of strategies for avoiding political opposition through collaborative behaviors. Collaboration may, however, be viewed as a negotiated process in which success depends on the ability of the planner to predict, understand, and hold stable the priorities of the agencies and firms with which they work.

Planners bargain at two tables. They negotiate with external organizations while they also negotiate with factions within their own organizations. Such two-table circumstances often result in unclear goals for planners. Planners may have difficulty effectively defining whose interests they should be serving. They often have unclear authority, with final adoption of the agreements they negotiate requiring approval of elected collegial bodies.

In the UK, development control officers are the central figures facilitating both the intra- and inter-organizational tables. They lead the processes of developer-government negotiation over development in a national legal context widely understood to be characterized by broad local government discretion. There is every reason to believe that, if any planners exert strong power in negotiations, it would be British development control officers. Yet, their work is subject to many of the two-table pressures: many local agencies have a stake in proposals and argue vocally; decisions are often actually made by elected local councils who value constituent opinion; appeals to the Planning Inspectorate are frequent and often successful.

The paper is based on research examining development review processes in Cardiff, Wales, seeking to improve understanding of whether planners enter permitting decisions with the knowledge they need to negotiate effectively, and are influential in steering applicants toward desired objectives. Detailed analysis of 6 case studies of land permit review, ranging from a house extension to a new 900-unit estate. After review of formal applications and file documents, researchers observed public meetings, internal agency staff meetings, and interviewed staff, applicants and interveners.

Findings assess the effectiveness of planners in managing the two tables required to negotiate development permits, point toward the impact of the second

table in facilitating or limited the success of planners in achieving city policies, and suggest operational procedures that might help planners to better serve city policy.

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CONTRACTS AND LEARNING IN COMPLEX URBAN PROJECTS

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Large-scale and long-term urban projects involve high levels of complexity and uncertainty (Koppenjan and Klijn, 2004). When these projects start it is impossible to predict what the future holds in terms of, amongst others, technological and economical developments. However parties involved must make large investments and are drawing legal contracts to define their positions. Consequently, legal contracts for complex urban projects that cater for learning, may be more suitable then contracts in which detailed agreements are stated far in advance. Learning may be defined as the creation of knowledge that is applicable in the activities of the parties involved (Argyris and Schön, 1996). In legal contracts, three important steps to increase learning can be stimulated: the (collective) development of knowledge, the mutual sharing of knowledge, and the use of the relevant knowledge available.

Three complex urban projects will be studied: King´s cross opportunity area (London), Battery Park City (New York) and the Zuidas- project (Amsterdam). The authors will focus on the contracts that are drawn between the local government and the private parties and that involve a form of private public partnership (PPP). The contracts will be analyzed as to whether they incorporate and encourage learning processes. Case-interviews with representatives from the government, from the private parties, lawyers, and scientists, will provide background insights as to the learning-processes that are involved in the projects, i.e., are the private law contracts an impediment or an encouragement for learning. Analysis will focus on the question whether differences in contracting practise may be attributed to differences in legal system, and conclusions will be drawn whether different legal systems provide a different ground for learning in complex urban projects.

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INSTITUTIONS FOR METROPOLITAN GREEN AREAS, INSTITUTIONAL TACTICS IN THE LIGHT OF PROPERTY RIGHTS, TRANSACTION COST AND CLUB THEORY

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The countryside in between and right next to cities, the Metropolitan green area, is highly valued by citizens. However, these areas are constantly threatened by urban sprawl. This process is accelerated by high land prices, decreasing governmental budgets and the economic position of farmers. In the Netherlands complex institutional arrangements are used to keep this Metropolitan green areas attractive and open. The question is: what are, for this purpose, effective and efficient institutional arrangements in the light of property rights, transaction cost and club theory?

To answer this question a case study, including expert interviews and analysis of documents, will be carried out in Midden-Delfland. Midden-Delfland is the green zone between the agglomerations of Rotterdam, and Delft/The Hague and, according to Dutch planning principles, has just the "right" minimal corridor size of 4 kilometers. Since 1958 this area has been the object of diverse institutional arrangements, including a specific Land consolidation act for the area, zoning ordinances and a "green fund". This fund, with donations from surrounding cities, is intended for green services. EU state aid regulation will determine whether this fund will come into operation. Besides the specific act and the fund, rural special interest communities of landowners and entrepreneurs play a key role in keeping the area open and attractive.

The paper will examine the effectiveness and efficiency of institutions for Metropolitan green area preservation used in Midden-Delfland in the light of property rights, transaction cost and club theory. For example, EU state aid regulation increases transaction cost for the donation of surrounding cities to farmers. Besides that the communities of landowners and entrepreneurs can be seen as clubs, which play an important role in the achievement of certain goals.

Because the success or failure of institutional arrangements depends on 'goodness-of-fit' (Alexander 2005), the paper will focus on the institutional framework in one specific area. Although institutions are different in other countries, the object of research and details of the institutional framework might be quite similar. In this way studying Dutch institutions can be interesting for institutional designers worldwide. Furthermore, the way in which the various institutional economic theories are applied to detailed rules in use, the method, will also be interesting for the international planning community.

The research underlying this paper is part of my doctoral dissertation: "Instruments for internalising landscape values in urban rural interplay processes". Supervisor: prof.dr. W.K. Korthals Altes, w.korthalsaltes@otb.tudelft.nl

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LAND EXPROPRIATION AND SOCIAL JUSTICE IN THE 21ST CENTURY: COMPARATIVE INTERNATIONAL PERSPECTIVES

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This roundtable has the intention to present different international perspectives on land expropriation, land legislation, and land policy as a basis to discuss both the social justice and planning theory implications of land expropriations in the 21st century. The comparison of expropriation processes and case studies in different countries will allow to elucidate the new trends, character, and meaning of expropriations around the world as well as their distributive or privatizing features.

The idea is to discuss land expropriation (eminent domain) around the world with the purpose of evaluating the public interest and common good purposes that were the base of its implementation. As globalization and privatization processes are undermining the tenets of the public interest and the common good, the objectives of expropriation have been challenged and transformed. In some countries, land expropriation to redistribute land has been cancelled, while in other countries land reforms continue or have emerged. Historically, land expropriations have also been a tool of the state to secure land to build necessary infrastructure or to assign it for other public purposes or uses. However, global urbanization processes give a new sense to land expropriations and to the character of the state, as they might provide or prevent access to land for different populations and for different urban uses and economic purposes. Lately, expropriations have been carried out to provide land for private uses or for economic development benefiting private entities, not only locally but also globally. Thus, the main questions to answer in this roundtable are: How are the ethics and values of planning being challenged by those privatizing trends? What are their implications of those challenges for social justice locally and globally?

Roundtable Organizer: Teresa Vázquez, California State University, Northridge

Moderator: Donald Krueckeberg, Rutgers University

Speakers:

1. Rachelle Alterman, Technion-Israel Institute of Technology
2. Tom Angotti, Hunter College
3. Dennis Keating, Cleveland State University
4. Annette Kim, Massachusetts Institute of Technology (MIT)
5. Donald Krueckeberg, Rutgers University
6. Barbara Lynch, Cornell University
7. Teresa Vázquez, California State University, Northridge

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TRACK 16: Environment, Sustainability, Social Justice and Resource Management

A SUSTAINABLE URBAN MANAGEMENT SYSTEM FOR SOUTHERN EGYPT

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Cities assume a leadership role in economic transformation and growth and are perceived as engines of economic development and centres of innovation and social advancement. Yet many cities are witnessing harmful patterns of growth. Cities in the Egyptian context are very much like most cities of the developing world. Due to the rapid increase of population which has almost doubled in the last 30 years, cities are overcrowded and are threatened by poverty, deprivation, unemployment, inadequate shelter and basic infrastructure which could all easily lead to social dysfunction. In response to the problem of overpopulated cities and their threatening consequences, the Egyptian government embarked on mega national projects which follow a strategy of establishing new urban communities outside the narrow Nile Valley in the depth of the Egyptian desert to absorb the increasing overpopulation and alleviate demographic intensity in the valley.

The new urban developments, which are to be built, can make an important contribution to social and economic development at national and local levels. However, the potential benefits of developments could be accompanied by severe environmental degradation in and around the growing urban centres. Economic feasibility studies are the prime studies on which decisions are based, and EIAs are commonly produced. Yet comprehensive sustainability assessments that take into account all environmental, economic and social aspects of such developments are lacking. These entail the existence of data for these three dimensions, followed by the willingness to exchange knowledge between disciplines, both of which are assumed in most existing approaches, yet, in developing countries is largely amiss. Thus the need arises for new approaches to urban management at the outset of building new urban communities, of which the existing literature doesn't acknowledge, where most approaches aim at achieving sustainability in existing urban settlements and cities.

This paper presents an approach to sustainable urban management using the process of Integrated Assessment to assess three possible development scenarios for the South Valley in Egypt. Indicators of a quantitative and qualitative nature are used to describe environmental, social and economic capitals of the three scenarios as well as setting targets towards the aim of sustainability.

Keywords: Sustainable Urban Development, Integrated Assessment, scenarios

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CAN PUBLIC PLANNING PROMOTE ECO-INDUSTRIAL PARK DEVELOPMENT: A COMPARATIVE STUDY OF EXPERIENCES IN EUROPE AND NORTH AMERICA

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While current technology still cannot realize zero-waste production in any human activity system, landfills have developed rapidly and now serve as the major destination of waste disposal (US EPA, 2003). Waste disposal into landfills, however, precludes land from serving other competing needs, exerts negative impacts on adjacent community development, and poses potential hazards on both human health and ecosystems. Thus landfilling has been increasingly associated with cost burden, social concern, and environmental liability. Eco-industrial parks, as first documented in a Danish city of Kalundborg in 1990s, are regarded as an ideal paradigm to achieve both economic and environmental gains in waste management. Partners in eco-industrial parks cooperate with each other through exchange or sharing of resources (information, materials, energy, infrastructure, etc.) to achieve reductions in waste generation, energy consumption, and raw material utilization (PCSD,1997).

The success in Kalundborg has inspired many efforts to plan such eco-industrial parks worldwide, while some argue that the Kalundborg case has developed through private initiatives and theoretically it is only one type of "agglomeration economies"(Desrochers, 2002). In contrast to the debate, there has been little research to compare the outcome of spontaneous and planned eco-industrial parks; in particular, whether planned eco-industrial parks are as efficient and effective as those self-organized ones, and the advantages and disadvantages if public sector takes the lead in eco-industrial park development.

Based on data collected from publications and personal communications, I propose to seek empirical evidence to answer these questions in three case studies: Kalundborg in Denmark, Baltimore in the US, and Tampico in Mexico. Incorporating a discussion of physical and institutional characteristics of each case, I will evaluate the environmental, economic, and financial performance over their evolving process. While this study will be preliminary due to limited data availability, it aims to provide policy insights into sustainable waste management by linking industrial ecology and environmental planning. It will also discuss the data needs to further understand planners' role in waste management.

* The research questions in this proposal will be part of the author's dissertation currently under development.

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ANALYSIS OF THE LANDSCAPE ARCHITECTURE IN HOT HUMID REGIONS

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Human actions such as housing construction and any other endeavor taking place in the natural setting will have repercussions upon its components. In the same way, these will have environmental impact. Thus the natural landscape´s distinctive existing features should be taken into consideration, in order to make a diagnosis according to the predominant natural resource, and to propose sustainable development in the affected zones.

The first part of the paper gives criticisms of conventional practice in landscape architecture in hot humids climates, in terms of efficient utilization of energy. Basic criticisms are: The description of the natural landscape, urban landscape and the artificial components of the environment.

The second part of the paper gives an analysis of the climatic conditions, climatic data, requeriments for climate control through the solar graphic and the determination of seasonal weather.

And the last part gives recommendations for energy efficient landscape architecture in hot humids regions. The basic recommendations are: environmental conservation, natural physical environment like the elevation and vegetation, the design for environmental control through the determination of Visual comfort in the landscape, the landscaping capacity and landscape intervention proposal.

In conclution it may be said that for appropriate landscape design it is first necessary to analyze the climatic conditions of the region or locale where humans are residing. For this it is well to understand the descriptions most used in environmental analysis of climatic concepts.

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MEGA PROJECTS, ENVIRONMENT AND SUSTAINABILITY. THE CASE OF GREECE.

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Over the last 15 years, major projects have been implemented or are currently under construction in Greece, mainly regarding transportation infrastructures, such as the Rion-Antirrion Bridge and the Egnatia Highway, which are part of the Trans-European Networks. The aim of the introduction is to investigate whether such major projects are consistent with the principles of sustainability, and at the same time what kind of development they serve. The variation among the Environmental Impacts, as those described in the Environmental Studies and the Issue of their Environmental Licence, as well as in actual environmental and spatial impacts resulted from their construction, is to be methodologically studied.

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URBAN ENVIRONMENTAL CONDITIONS DETERMINED BY THE NATURAL LANDSCAPE

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The present work proposes an analysis of those urban environmental conditions determined by the natural landscape of a geographical depression which influences climatic parameters, as well as environmental regulation, in the city of Guadalajara.

Due to inadequate planning for urban sprawl and its accelerated pace, areas of ecological prevention, conservation and protection have been placed at imminent risk. Despite enactment of urban development standards and regulations, this environmental disturbance has been accentuated even further by permitting land-use change in areas traditionally considered to be ecological reserves.

This ecosystem is not effectively different, though there exist less significant protected areas which have failed to be respected, due to the city's current expansion needs and its failure to apply environmental laws. There is also the problem of this ecosystem on the city's outskirts being used as a dumping ground for solid waste and wastewater. The present proposal intends to consider Landscape Architecture in the urban planning process, as appropriate environmental management for the area will also take into account the fact that existing natural resources represent a highly valuable economic resource. The methodological plan used throughout will be: to analyze the landscape's visual perception and comfort; to diagnose landscape capacity, and to propose landscape intervention for the site.

Landscape refers to the environment as viewed in its totality; whereas Landscape Architecture is planned in such a way as to respect the landscape's natural forms as much as possible, by maintaining an ecological balance and avoiding

environmental impact. All this is accomplished through integrated regulatory, planning and land management plans, aimed toward sustainable development.

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THE BUILDING STRATEGIES OF NATIONAL PARK MONITORING SYSTEM BASED ON GEOGRAPHIC INFORMATION ANALYSIS SYSTEM IN KOREA

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The goal of this study was to build a web-based national park monitoring system (WNPMS) using geographic information analysis system. To accomplish this study, at first, this study selected and made integrated management indicators considering physical, ecological, and socio-psychological carrying capacity in national park. Secondly, this study built up an integrated management indicator database and inputted this database in geographic information system. Thirdly, this study connected this system with statistical analysis program for execution of various multivariate analysis and spatial analysis. Finally, WNPMS could identify the relationship among visitors, natural resources, and recreation facilities in national park, and forecast the future management status of each national park in Korea.

The results of this study will contribute to prevent the damage of natural resources and facilities, improve visitor´s satisfaction, prevent an excess of carrying capacity at national park, and establish tailored management strategies of each national park.

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SMART GROWTH TOOLS & IMPLEMENTATION: LESSONS LEARNED

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There is no lack of rhetoric about the significance of smart growth and the potential of different land use and development patterns to achieve important environmental policy goals. So far, however, there has been a disconnect between smart growth rhetoric and actual smart growth policy implementation. When developers, local governments, and others attempt to take action based on smart growth principles, they often run into a frustrating thicket of outdated codes, angry residents, and misinformation. In this empirical study, I present lessons learned from smart growth implementation programs from several communities around the United States and discuss tools developed to align a community's policies, ordinances, and regulations to the principles of smart growth. This project, collaboration between the University of Southern California and The Smart Growth Leadership Institute, funded by a grant from the U.S. EPA, is working with communities that have made a commitment to smart growth but are struggling with implementation, building support, identifying the most problematic policies, and other issues that typically accompany a major change in development practice.

Over the last decade, we have seen a dramatic increase among communities in pursuing smart growth strategies. However, for many communities moving from theory to practice is often a challenge for the following reasons: (1) There is a lack of understanding about the degree to which the regulations, codes, and review process in a jurisdiction act to tilt the development playing field away from the community, toward the ex-urban fringe, (2) There is a lack of knowledge both about the supply of land that will support the growth of jobs/population and about the demand for them, (3) Residents often adopt NIMBY attitudes towards sites for which these strategies are proposed, (4) Public sector is often unable to fully articulate the community benefits associated with smart growth projects, and (5) Private investors are averse to the process and market risks they deem inherent in these strategies. Policies and regulations that actually discourage smart growth principles are often retained and embedded in zoning ordinances. By their mere presence, these lingering barriers increase the costs and unpredictability of project approval.

The USC-SGLI project team provided technical assistance to communities in the form of strategic growth assessments that broadly examined opportunities for and obstacles to change and recommended communities strategic options for how to achieve short and long-term results from their smart growth efforts. Also, we assessed codes and zoning ordinances to identify inconsistencies between smart growth policies and implementing codes that may still contain obsolete standards.

With that as a framework, I will discuss policy audit and code audit tools and present key lessons learned from the communities of Anchorage, Alaska, Greenville, South Carolina, Mount Joy Borough, Lancaster County, Pennsylvania, Orange County, Florida, and Richmond, California.

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PLANNING METHODS FOR SUSTAINABLE COMMUNITIES: A TRANSDISCIPLINARY FRAMEWORK

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A significant and rapidly growing branch of planning literature addresses issues centered on sustainability especially in the areas of efficient city form, transportation planning, sustainable measures or indicators, open space and growth management, and land use connections. An important result of Planning's leadership role in advancing the scholarship and practice of sustainability is the development of new methods for planning sustainable communities.

This paper will identify and explicate some of the important new transdisciplinary methods being used in planning for community sustainability. Each planning method in this paper will be characterized by a brief case study to elucidate its application. The paper points out first that sustainability planning can adopt and adapt the profession's existing tools to achieve the goal of building sustainable communities. For example, development feasibility studies will not ask at the outset what is the "highest and best use" for a property, but what needs to be protected or restored, or how can this property be utilized to enhance energy reduction strategies, social justice aims, and respect regional ecology. The paper also argues that these new planning methods firmly fall within a transdisciplinary paradigm.

The paper also addresses such methods as "agent – based" urban simulation modeling to visualize complex urban environmental processes such as urban heat gain and to measure associated environmental impacts such as increased urban water demands. Moreover, planners have addressed various approaches to citizen participation and conducted program evaluations on participation. In light of this key aspect of designing sustainable communities, the proposed paper will cover some of the approaches recently developed for participation on sustainability issues including a case study of collaborative participatory design for sustainable subdivision plans in Phoenix, Arizona. Lately, some innovative and extraordinary research utilizes visualization tools to capture public preferences for sustainable communities. The importance of this tool for planning is just being discovered and the paper will address this through a brief case augmented by some discussion on visualizing sustainability. The paper also highlights neighborhood planning approaches to placemaking based on sustainability principles, new approaches at urban Quality of Life measures that is based on sustainability indicators and the use of comparative Life Cycle Assessment tools for planning sustainable subdivisions. The paper ends by examining how these methods can be introduced in the planning curriculum.

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MODELING LAND-COVER CHANGE AND DEFORESTATION IN THE AMAZON, USING EMPIRICAL STATISTICAL ANALYSIS, PATHWAYS AND MARKOV CHAINS. STUDY CASE: RONDONIA, BRAZIL.

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There has been an increased interest in understanding land cover change in tropical forested regions and commensurate efforts to predict deforestation rates have been undertaken (Lambin 1997, 2000). Efforts to model deforestation processes have been constrained by the complexity and nonlinearity of the processes at spatial and temporal levels (Wood, 2002). Additionally, the predictive capacity of previous models has been limited by the availability of household level time series datasets in multiple study sites. This research reviews the approaches taken to model land-use/cover humanly-induced changes and proposes an empirical statistical analysis and a stochastic model to predict deforestation based on household and macroeconomic variables. The purpose of this research is to (i) describe the relationship between deforestation and the socioeconomic and demographic data available at the household level through the use of an empirical statistical model using panel data, (ii) approximate transition probabilities for land cover changes using pathway analysis and logit regression techniques (iii) propose a stochastic mathematical model to predict deforestation using Markov chains and (iv) analyze different deforestation scenarios under different theoretical assumptions of the Markov chain theory. The statistical analysis is based on a paneled data set surveyed in 1992 (n=192) and in 2002 (n=228), which is composed of detailed household level information on demographic and socioeconomic variables, as well as maps that locate main land cover types within the plot. These data have been integrated with satellite Landsat TM images of land cover changes on each household for the entire ten-year period. Study sites are located in 3 municipios in the state of Rondônia, in the southwestern Brazilian Amazon. The empirical statistical analysis will determine the significance of the different variables in explaining land cover changes and their relative importance in the transitional land cover model. The results of such model serve as a base for the design of a stochastic model that will help predict future land cover change scenarios in Amazonia. Pathway analysis describing the land-use/cover changes in a sub-sample of plots (n=80) is used to approximate the transition probabilities of land cover change to be used in the Markov model. The importance of this research lies in the hybrid modeling approach and hybrid data to find transition probabilities that reflect endogenous and exogenous variables. The use of simulation models can help in the design of alternative policies regarding land use/ cover, as related to development and conservation efforts in the Amazon. Drawn for doctoral dissertation in progress. Advisor: John O. Browder browder@vt.edu

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WATER RESOURCES MANAGEMENT AND SPATIAL GOVERNANCE IN GREECE: PROBLEMS AND PERSPECTIVES

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Water resources are of fundamental importance for human development and the protection of natural environment. In Mediterranean and in Greece, where floods and droughts often co-exist with negative consequences, water problems, in both

quantitative and qualitative terms will probably increase considerably, during the 21stCentury. To face all these emerging situations and risks a new way of spatial governance is needed. The achievement of sustainable development depends highly on the integrated planning and onto innovative solutions of water management.

The paper is trying to investigate the implementation process (and the related problems) of the EU Directive (60/2000) on water management and protection in Greece. More particularly it is attempted a) a critical assessment of the new institutional framework (Low 2003), b) a description of the existing situation of current projects in the field of water resources and c) a new approach for the establishment and the appropriate functioning of the Managing Authorities, considered as legal entities, responsible for the water management in each river basin.

A special emphasis is given to some innovative organizational tools, such as the 'River Contract' which constitute new ways of spatial governance in this field and support all efforts of local and regional societies/authorities for social – bottom up-participation.

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None

THE UNSUSTAINABILITY OF SUSTAINABILITY BY ADMINISTRATION

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Since 1988, when the mayoral office of Bogotá, Colombia changed from an appointed to an elected position, the city and its politicians have struggled to balance the demands of politics, culture, and urban planning and design. In this time, Bogotá has undergone a physical and perceptual transformation, becoming a model of sustainable urban development (SUD) focused on greater social and economic equity, an improved and protected environment, and a better designed city that increases public open space and opportunities for safe and pleasant walking, busing, and cycling. The political leadership is experimenting with projects to improve social relations, environmental systems, and the physical fabric of the city. However, the short mayoral terms — previously 3 years, now 4 — and Bogotá's position as the nation's capital have led to a tug of war over personal projects and, to hurried and inadequately planned capital improvement projects and in-fighting between successive mayors as each one positions themselves in alignment with or, more often, against their predecessor. This has led to rapidly shifting priorities in city development. These multiple, competing projects subvert the stated vision of the city and create a split within the group of professionals reshaping Bogotá: those focused in creating a better city for the citizens, and those trying to shape an entrepreneurial city for non-citizens. These projects complicate the split because they create, in essence, multiple cities for citizens and multiple cities for outsiders. While it appears chaotic, exploring this dynamism and the competing visions of SUD allows us to see what can and cannot be achieved in SUD in the current political and cultural climate of growing Latin American cities caught between local and global concerns. I am researching this interplay through physical observation of key urban spaces in Bogotá, planning document analysis, and interviews with Bogotáno politicians, planners, and designers. Key data sources include the Office of the Mayor of Bogotá, interviews, and theoretical works on sustainability and local governance. This research builds on sustainability and urbanism theory. Normative SUD theory is underdeveloped and languishes beneath fuzzy definitions and thinking. There has been little discussion in SUD on the production of space, and especially the interaction of urban design, local politics,

and culture. Generally, it is not yet well linked to debates on globalization, postmodern culture, and neo-liberal city redevelopment, but is often used as a philosophy or tool for city (re)visioning. Where other studies have looked at SUD through the lenses of political economy or public policy and infrastructure planning, this study focuses on the socio-cultural aspects of SUD and form of the city. This paper drawn from a dissertation in the research stages, Chairman: Professor Michael Southworth, Department of Landscape Architecture/Environmental Planning, University of California, Berkeley, msouthw@berkeley.edu.

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60 KILOS

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Solid waste has become a very visible problem in most cities in India. Despite spending 20-50 % of their municipal budget on the management of solid waste, urban local bodies are unable to provide satisfactory services. The services provided are especially poor in low-income communities. Some authors suggest that a proven way of obtaining efficiency gains in solid waste management (SWM) is through private sector involvement. Others argue that such neo-liberal strategies may only exacerbate socio-economic stratification.

The informal sector composed of waste pickers, itinerant buyers, and small-scale private collectors has come up with more effective responses (than what the mainstream offers) to the complex challenges of waste management. Yet little field research has been done in India on understanding the impact of the informal sector on the future of SWM, and even less on people´s perception of waste, and the everyday strategies that they adopt to manage waste. Even lesser effort has been made to relate these issues to concerns about social equity.

This film provides an overview of the process of waste recycling through the informal sector, it further examines the socially constructed biases regarding the operations of the informal sector. Given the current shift towards privatization of waste related services in New Delhi, the film explores the impact this process may have on the livelihood of waste-pickers. Drawing on everyday articulations of waste management, the film examines the reasons for the criminalization of waste pickers as well as the nature of interactions of this group with municipal agencies, the police, as well as residents in the areas they service. Through interviews with municipal administrators and representatives from bilateral and multilateral aid agencies the film explores how mainstream development thinking has responded to the operations of the informal sector. The perspectives suggested in the film will help inform theory and practice regarding effective and sustainable SWM in India.

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GREEN SUBJECTION: THE POLITICS OF NEOLIBERAL URBAN ENVIROMENTAL MANAGEMENT

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Central theme: This paper examines critically the political significance of urban environmental management. Whilst sustainability policy has receded down the international development agenda in the new millennium, the environment continues to grow in importance as an urban issue. In contrast to national governments, local authorities continue to address urban sustainability with enthusiasm. Why this should be is far from clear. Orthodox explanations centre on a 'clean-green' city image as a requirement of economic competitiveness and a healthy environment as a condition of the quality of life of urban citizens. More critical approaches have explored expressly political considerations in terms of environmental justice, the construction of welfare, local state legitimation and green governmentality. The paper reviews and advances these critical standpoints by highlighting the importance of social regulation and the construction of citizen subjectivities through the environment.

Approach and methodology: The paper holds that a political understanding of urban environmental management requires a relational perspective within the context of urban restructuring under neoliberal globalization. In particular, the paper highlights the role of the environment within current dilemmas concerning urban distinctiveness raised by contemporary deterritorialization, the demands on citizens and their sense of self-identity made by the 'competitive city', and the problem of the regulation of increasingly fragmented, individualized and unequal urban societies. Methodologically, the paper begins with an overview of the critical literature on the politics of urban environmental management. It then develops a general theoretical explanation of the 'urge to regulate' through the environment, and subsequently explores the discursive and regulatory practices involved in the case of transport and mobility issues in the city of Medellín, Colombia. This case study highlights the way in which environmental concerns are constructed and employed as a tactic of government to reconstruct and regulate issues of state-citizen relationships, the public good, individual responsibility and the ethical norms of social behaviour.

Relevance: Many practitioners are increasingly frustrated with the limitations, unresolved dilemmas and social equity shortcomings of urban environmental management, the wobbly third leg of sustainable development policy. This paper contributes to the political understanding of such shortcomings, and provides support for a more critical professional stance that accompanies urban environmental management with other life-enhancing strategies.

Key data sources: Data support is taken from official documents (plans, policy statements, campaigns and promotional literature), information from the local press, and citizen attitudes obtained through surveys.

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ADAPTING THE LANDSCAPE STRUCTURE MODEL TO URBAN PLANNING

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The amount, location, character, accessibility, and connectivity of open spaces are important components in making urban areas livable; therefore, they are one of the major concerns of urban planning. Urbanization can cause (among other things) reduction in direct accessibility to open spaces at the urban fringe as well as disjunction in species habitats; such changes can negatively impact species survival, biodiversity, and sustainability, as well as the quality of life in the cities.

The landscape structure model used in landscape ecology refers mainly to the distribution of organisms in non-urban areas and includes three landscape elements: 1) patches – surface areas that differ from their surroundings;

2) corridors – relatively long and narrow landscape elements that are connected to the matrix and/or patches; and, 3) matrix – the most extensive and dominant landscape element in which patches and corridors are imbedded.

It is proposed here to adapt the same model and elements in urban planning for both within the urban areas and for the relations of the urban landscape with its surrounding landscape. On one level the city can be viewed as a large patch in the regional or national landscape. On this level it is important to recognize that no city can survive as a landscape, social or economic island. On a more detailed level, the urban 'patch' itself can be perceived as a landscape made of the three major elements: 1) matrix – the built areas; 2) patches – open spaces; and, 3) corridors – streets, rivers, linear open spaces. On this within the city level, planning should aim at establishing a network of open spaces based on the patches and corridors. In already existing parts of the city, gaps in the network can be overcome with new patches and corridors created by landscape restoration. In new areas, a network of open spaces as corridors and patches can be more easily established.

More and more urban areas turn to be huge built 'patches' within the matrix of natural, semi-natural and agricultural surrounding landscapes, causing disjunctions in the landscape and dissection of habitats. Urban planning using this model can also better focus on the enhancement of connectivity between the network of urban open spaces and the outside matrix; the non-built matrix outside the city reverse its role and continues as corridors and patches within the city. Some outside corridors (e.g., rivers) can continue as corridors within the urban areas.

The continuity of open spaces within and outside the urban landscape will increase sustainability via increase in accessibility to diverse open spaces, reduction in disjunction of spaces and habitats, increase the survival of species and the positive influence on biodiversity.

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LANDSCAPES OF THE RIVER. TOWARDS AN INTEGRATED PLANNING.

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CENTRAL THEME AND HYPOTHESIS

Natural hazards, such as flood events, are a part of nature. Human activities and human interventions into the processes of nature have considerably changed the situation in whole river basins. Moreover the territorial system vulnerability to flood risk has increased. Flood events are the most common natural disaster in Europe and the most economically expensive ones. The problem of floods would become worse in relation to the climate change and the impacts on the territorial system (EEA). Therefore, a holistic approach is necessary to take into account the whole river basin (UN/ECE).

Actually different categories of policies are implemented by international, national and local government. These policies are focalised on specific issues and, in general, these are not related or integrated each other.

The goal of this work is to contribute to the definition of guidelines, aiming the integration of these different policies fields.

Working on the river basin system it is possible to identify an integrated guidelines system that coordinates policies, program, plan and actions on:

- sustainable water resources management (quantitative and qualitative aspects);
- natural risk Prevention (flood risk and other risks);
- the restoration and valorisation of landscapes along the river and the safeguard of the cultural and architectural heritage;
- the biodiversity improvement (ecological network);
- the social and economic development of the local community.

To set out this integrated guidelines system is necessary develop a integrated knowledge methodology. The coordination and comparison of the territorial and information base data is a necessary step to gain a real policies and program integration.

EXPERIENCES AND GOOD PRACTICES

In the European context some integrated system of policies has been developed. In particular two different experiences can be cited: The Rhine river basin activities and the IRMA INTERREG II c program activities; The Blue Ribbon network that is a crosscutting policy of the Greater London Plan 2004.

In the paper the most relevant inputs derive from these two experiences.

METHODOLOGY AND APPROACH OF THE RESEARCH WORK

The innovative methodology proposed is an integrated assessment of the sensivity and the vulnerability. The categories of the integrated assessment are: the natural system sensivity, the social system sensivity, the heritage and landscape value sensivity; the territorial vulnerability assessment (flood risk).

Utilising this assessment methodology is possible to collect data and information, defining a systemic approach that integrates different sources. Thus can be identify: areas of vulnerability or sensivity, the priority of intervention, the safeguard rules, the land uses planning guidelines, the guidelines for the transformation and intervention programs and projects and the impact on social and economic system.

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NATURE AND CITY: THE ROLE OF ENVIRONMENTAL STRUGGLES IN RESIGNIFYING URBAN SPACE IN SAN JUAN, PUERTO RICO

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This paper examines the revalorization of nature in urban space in the San Juan metropolitan region. It focuses on recent community mobilizations over land use and access to water services that reflect citizens´ claims in view of social and environmental unbalances caused by an uncontrolled urbanization process. My interest is to address the following questions: What connections are made between urban development and environmental change? What do these struggles reveal about the meanings of nature in metropolitan San Juan? To what extent and how have they contributed to resignifying the social production of space? My main data sources include archival materials and personal interviews. Some of my basic references are:

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URBAN EXPANSION AND ENVIRONMENTAL PROTECTION: WHO BENEFITS FROM IT?

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The paper discusses multiple forms of articulation between urbanization, nature and social production of space, in the context of metropolitan expansion in Brazil. It emphasizes the ambiguous role of the state which provides the general conditions of production, but also neglects the provision of several basic items of social reproduction, housing included, with important consequences for the prevailing pattern of extreme inequality in the production and appropriation of urban space – well provided developments and the so-called peripheral popular settlements are different socio-spatial patterns of the same process of metropolitan expansion. Departing from the concept of social production of space, we discuss some contemporary aspects of property development, as land prices and property gains increasingly rely on the valuation of nature, usually mediated by environmental regulation. Environmental discourse is now widespread and has changed goals of planning institutions and social movements. Its quick appropriation by marketing forces helps to sell products and to disseminate "new" concepts of housing needs, particularly for those who can afford it. Struggles organized around social demands sometimes coincide and other times clash with environmental values, depending on the public or private appropriation of gains associated to preservation. Thus a wide

range of social practices have emerged involving different sectors of planning institutions – environmental, urban and/or social policies; economic agents (property developers included); and social movements. The extent to which such practices lead to social justice or reinforce longstanding inequalities is a central discussion. Empirical evidence comes from a research project about the characteristics and implications of the southern urban expansion of Belo Horizonte, the third major Brazilian metropolitan region. Environmental regulation there has produced an interesting merge of urban and environmental policies, in an area characterized by land use conflicts between the collective interests of preservation of metropolitan water resources, the private interests of iron ore mining, and those of property developers and upscale housing dwellers. The whole area is an Environmental Protection Area, a category that allows the sustainable use of resources, within which there are several other more restrictive protection areas: parks, watershed reserves, etc. We argue that while the adoption of preservation areas reinforces environmental values and policies, at the same time it contributes to increase urban land prices in the surroundings based on the mounting exchange value of nature. The use value embodied in the notion of preservation may be appropriated collectively or privately, depending on access people actually have to those areas. Our case study shows a tendency of privatization of nature through the continuous development of land, and the creation of reservation areas within the most valued developments. An assessment of the implication of such practices will contribute to rethink environmental planning regulations and to challenge the standard view of preservation embodied in legislation.

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STRATEGIES IN ACTION. CO-PLANNING AND INSTITUTIONAL COOPERATION IN SPECIALISTIC AND SECTOR PLANS

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The paper aims to read and interprets "strategic" opportunities of specialistic plans related to environment, in particular Landscape Plans and Catchment Basin Plans. The assumption is that, working on the environment option, they are able to request, on a hand, the co-planning and the institutional co-operation among organizations, in order to reduce the limits relevant to the administrative division, and on the other hand, they can become a participation instrument of several private actors involved in the development of the areas sensitive to environment and/or exposed to environment risks.

Approach and conclusions – assisted by the analytical case of Sorrento Peninsula (Penisola Sorrentina) – put in evidence how often the potentially and implicitly strategic character of these plans is not able to express itself, so that the image of the excessive severity and of the ordinary binding determinism prevails.

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PARTICIPATION AND JUSTICE: UNITED STATES VERSUS THE NETHERLANDS

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Since the 1980's – the start of the Environmental Justice Movement – the federal and state governments in the United States have been aware that a safety net and other methods of addressing 'environmental justice' were needed. Environmental justice "refers to the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws" (Ikeme, 2003). In the Netherlands this issue has only recently been recognized and studied.

It is interesting to witness similarities and distinctions between the US and the Netherlands as to how environmental justice issues are addressed on various government levels, but also by the citizens themselves. What are the differences in this respect? To answer this question case study research has been done in both countries. The focus in this study is primarily on participation as one of the methods to deal with environmental inequity and injustice.

The variation in the degree of participation of citizens in decision making processes between both countries is remarkable. Citizen participation can be related to degree of decentralization. Whereas the United States have already got a decentralized system of governing, decentralization is also gradually coming up in the Netherlands. The process of decentralization implies that local governments get more power and responsibility with regard to planning and policy making. Consequently planning nowadays is approached in a more and more interactive way (De Roo, 2003). Citizens are one of the actors to be involved in discussions. The degree of participation of citizens and the way in which participation occurs is very distinct.

In the United States it is fairly usual to become an active community. Often citizens assemble in a particular organization as a method of contesting against an unfair – from their perspective –decision making processes. They are indirectly fighting environmental injustice. The community than comments on a public hearing, but often a local government tries to limit the participation of the community.

In the Netherlands participation takes place on a smaller scale. Another difference is that participation is less organized. Citizen often object on an individual basis. It is noteworthy to indicate that lower educated and low income citizen use emotional arguments to object against an issue, whereas high income citizens use more legal and governmental terms to express their statement. The last mentioned method is often more effective.

Governments and researchers can learn from the above mentioned differences in participation, as a way of approaching environmental justice, in as much as to how to stimulate of discourage certain processes of participation.

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RETOOLING SUBURBIA: PLANNING SUSTAINABLE COMMUNITIES IN MARIN

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Background: Marin County California, located just north of San Francisco, is well known for its beautiful open spaces and small historic towns. However, despite strong support for environmental preservation and only slow, limited suburban development since WW II, Marin County consumes resources at twice the rate of W. Europe and requires five times more of the earth's surface to support its population as do most developing countries (Global Footprint Network:January 2006.) In response, the Marin County Community Development Agency (CDA) launched several major initiatives to retool the planning, building and environmental health processes in alignment with recently adopted guiding principles of sustainability. These initiatives include: completion of a major update of the general plan (Marin CDA: August 2006); and active green building, green business, climate change, renewable energy, energy efficiency, infill affordable housing, and water quality programs (Marin CDA:January 2006.) Up to six CDA staff members are permamently assigned to enact sustainable development initiatives. The Central Theme:Key questions to be adressed include: 1.) How does a suburban planning department reduce it's jurisdiction's ecological footprint? What are the desired outcomes? How will results be achieved and funded? How will success be measured? Methodology: Four working groups and a variety of public participation measures were employed to develop the above referenced programs. Determining an ecological footprint relies upon a system of standardized calculations utilized around the world by the Global Footprint Network. A particant observation approach was used to prepare this paper. Relevance:The subject is relevant to planning practioners and academics interested in linking local planning activities to global sustainability issues. Data Sources: Original research and multiple data sources were used - see the references listed below.

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ASSESSING LIFE CYCLE ENVIRONMENTAL PERFORMANCE OF SUBURBAN AUSTRALIA: RECONCILING PLANNING, REGULATION AND SCALE

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As we plan our 21st century suburbs, we need assessment tools to ensure that the outcomes meet the needs of both residents and the earth's environmental carrying capacity. The central thesis of the paper is that building scale environmental performance assessment provides a sound theoretical basis for suburban scale environmental sustainability appraisal.

Recent research is reported here on the comparative energy performance of new Australian housing today, with that in North America and Europe. From the comparison, recommendations are made regarding areas where design and development processes can be modified to produce improved environmental outcomes across the building life cycle, from materials and design, through construction and operation, to end-of–life. The debate then turns to how best to achieve these outcomes through a critical evaluation of the regulatory and planning options, including voluntary and mandatory measures, and various points of intervention in the residential building life cycle. Mandatory, planning based mechanisms at residential building level, such as BASIX in New South Wales, are contrasted with voluntary and Building Regulation based approaches in order to illustrate the benefits and shortcomings of each, as vehicles for achieving 21st century housing environmental sustainability.

Making the transition from building scale to suburban scale environmental assessment requires additional issues to be considered, such as transport, infrastructure and urban fabric. Research to date around Transit Oriented Developments (TOD) provides some of the relevant assessment parameters. A critique of suburban scale environmental assessment is provided, including both indicator-based and carrying capacity based approaches, and tools in development both in Australia and internationally.

The paper concludes that a combination of TOD-influenced parameters and residential buildings based parameters can together form a sound basis for a suburban environmental assessment framework and presents the authors' interim research to date by way of illustration.

The key data sources for the paper include original research conducted by the authors for the Australian Greenhouse Office, for the Victorian Building Commission, and for PhD research.

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PLANNING FOR AN URBAN SUSTAINING DEVELOPMENT?

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Our main hypothesis is that in the social-historical setting of the present process of urbanization, especially with "underdeveloped" countries, there are structural obstacles in order to apply fundamental budgets of an urban sustaining development, since the determinants of the economic logic of the market, that turn aside to state politics, establish objective conditions that obstruct the possibilities of an effective planning for the benefit of the community.

In the early 90´s, it was considered necessary that the policy of the sustaining development should especially take into account within its agenda the urbanization process. So the urgency to adopt politics of urban sustaining development was imposed in the setting of a trend with a strong registered urbanization in almost all the countries, especially in those underdeveloped. The main point is that the urbanization process is under the submission of the logic of an economic development market; that is why we should consider the fact that when the sustaining development was defined and established officially in 1987 by the United Nations, also by the Conference of Environment and Development in Rio de Janeiro in 1992, and even the Congress of World Sustaining Development in Johannesburg in September, 2002, proved the failure of the list with the principles that the governments were supposed to work with the adoption of the Agenda 21; which says " Human beings constitute the main nucleus of the relative concerns to the sustaining development. They have the right to a healthy and productive life in harmony with nature". As it is stated before, in September 2002, in Johannesburg, in conclusion this Agenda was a political failure. Among other things, the difference between rich and poor did not decrease, on the contrary, increased. The destruction of the natural environment got worse and the states were not using an accurate program in order to achieve the objectives set by this Agenda.

In Mexico there are several examples of the negative effects of the logic of a socioeconomic irrationality, in the urban city areas and in the field, with serious "environmental" problems and an absolute inability from the government to stop and to solve them. The "urban and metropolitan barbarism" eg. The one in Guadalajara, has tens of examples of the social degradation: penury habitation, risky human settlements, high deficit of the infrastructura and public urban services, pollution, poverty, unemployment, chaos with vehicles, lack of green, sport, educative, cultural and recreative areas, medical equipments, etc. These serious problems can hardly be solved under a policy of sustaining development, since they are formed tecnobureaucratically.

Urban planning teaching and its application should take into consideration the forms of the social, economic and political development that have to do directly or indirectly in the urbanization processes, especially in the metropolitan ones in order to know the structural limits of the sustaining urban planning and its real possibilities.

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SUSTAINABLE TRANSIT SYSTEM: MAKING DYNAMIC FRAMEWORK

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We work on this paper with assumptions that the 'development' and future of tomorrow's world is largely concentrated in and around the urban areas. The vision is of a city as a structure comprised of various systems in place and working in equilibrium with the natural system. One of the most critical systems that integrate all the others is the transit system. It is a critical system in a way that it forms the lifeline of the urban core and could be the most threatening to the delicate balance between the human and natural ecosystems due to its elaborate physical manifestation. Our hypothesis is that the definition of a 'sustainable' transit system is not a general one and thus varies with different contexts. But there exists a set of common variables, which can behave as indicators. In this paper, our effort is to create a framework in which the indicators are the agents plotting the fitness landscape for the system determining its sustainability. It also allows for emergence and co-evolution of additional variables to occur with changing conditions. Thus, the effort is not to make a conventional deterministic and rigid diagram that becomes obsolete with changing time, technology and value system but a dynamic framework that allows for shifts to occur. This paper will begin by tracing the history of evolution of transit systems and various technologies developed till date. It would be followed by a survey of current and emerging technologies with sustainability as a primary objective. This project hopes to derive the indicators from a set of four case studies of sustainable transit systems developed in different social, economic and political conditions of developed and developing countries. The effort will be then to formulate a framework or multiple frameworks depending upon the analysis and if possible apply it on an immediate example.

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SETTLEMENT SPACES, UNSETTLED CITIES, AND THE SOCIAL CONSTRUCTION OF DISASTERS

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This paper uses the long-term recovery from the Northridge earthquake that hit Los Angeles in 1994 in order to shed light on various conceptualizations of contemporary urbanization patterns and urban change. The paper shows that recovery outcomes of so-called natural disasters are more closely related to pre-existing socio-economic conditions than to the magnitude of the disaster or to the extent of damage.

The paper introduces a conceptual model that situates urban change in its institutional-spatial and historical-material contexts. According to this model, urban change and its outcomes are structured by a) existing social and material conditions, b) the interplay between local and external linkages, and c) real and imagined opportunities that arise from seemingly random or unforeseen events. The conceptual model is applied to housing issues in three areas of Los Angeles county following the 1994 Northridge earthquake. The case study methodology used relied on quantitative and qualitative methods, surveys, interviews, and archival records to develop a longitudinal analysis of residential recovery.

The research shows that the destruction associated with the Northridge earthquake provided significant investment opportunities, as well as opportunities for the redefinition of urban social relations associated with the control and use of the built environment. While the three cases represent the same city and fall under the same "urban order", each case also highlights a particular aspect of contemporary urbanization. The combined analysis of the three cases provides a more coherent understanding of the contemporary urban order and shows that urban form is not a function of economic imperatives alone, nor is it determined by evolutionary growth trends. Although important, these factors are strongly mediated by State investments and interventions in the built environment. The paper also shows that as local communities become increasingly dependent on external institutions for performing social and economic functions, the interests of marginalized communities are further removed from the decisionmaking process. However, local activism and informal institutional relations can compensate for inadequate access to external resources and, in some cases, offset institutionalized developmental barriers.

At the planning level, the paper shows that disaster-related policies lag behind the material, demographic, political, and economic realities of contemporary cities. Because they are designed for upper- middle-class homeowners, disaster assistance programs are likely to reinforce social inequalities and to further marginalize the marginalized. Findings also bear relevance to urban planning beyond the confines of disasters and address the core planning goals of social and environmental justice.

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MEASURING SUSTAINABILITY AMONG CITIES IN THE US

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The research agenda of this paper is to demonstrate how social, economic and environmental indicators can converge to explain sprawl patterns among US cities. Previous measures of sprawl were primarily based on socio-economic variables thus, sustainable development can improve these measures by introducing environmental variables and uncovering hidden relationships between performance measures of urban development (Fulton, et.al 2001 and Pendall, 1999). This paper seeks to operationalize an urban sustainable development model which comprehensively represents performance measures for urban planning practice.

This paper presents a basis for a new model of sustainable development. Cities over 250,000 people will be compared using this model to test similarities and differences among the indicators chosen. An initial set of indicators will be selected to serve as input to the system. These indicators will then be assigned to the categories of economy, environment and social based on UNESCO's definition. Step II will be to assign mirror indicators to the primary set of indicators this gives us our sustainable indicator set. Step III: Statistical analysis will be conducted to compare urban areas in the US. Research question (1) will be a descriptive analysis comparing urban areas to show differences and similarities. Research question (2) will be an inferential analysis using a one sample t-test to compare urban areas chosen to the universe of the US. Research question (3) will also be an inferential analysis this time using a two-sample t-test to analyze the difference between urban areas which have growth management and those which do not. Research question (4) will utilize factor analysis as an explanatory technique to analyze the variables chosen for the study to determine interrelationships between variables and to understand how they relate to the urban areas in terms of smart growth and sustainable development.

This paper adds to the literature on sustainable development by creating a new approach to integrated indicators. It addresses the call from Neuman (2005) and Godschalk (2004) for the operationalization of sustainable development to act as performance measures for planning practice. This research also addresses the call from Berke (2002), for a methodology for translating Sustainable Development theory to meaningful practice.

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CLIMATE CHANGE: PLANNING FOR LONG-TERM CHANGE PHENOMENON

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The consensus among the atmospheric community is that we are in the midst of accelerated global warming. Although the magnitude and timing of change is uncertain, it is likely that the humans will face the most rapid change in global temperature since society evolved from hunter gather clans. What are the implications of changed climatic conditions and how are we to deal with the prospect of dynamic change?

This paper will review the current state of knowledge on the magnitude, range, and societal implications of physical change projected under higher greenhouse gas scenarios. (IPCC 2001, 2004) Particularly in a developing country context, many of those longer term vulnerabilities already exist tied to cyclical natural phenomenon and population pressures directing development into marginal lands. Better identification of current vulnerabilities as well as potential vulnerabilities from global change is necessary to promote more responsible development patterns and to reduce the prospect of long-term consequences.

The paper will discuss a planning framework to address vulnerabilities related to climate change. That framework includes both top down and bottoms up approaches including information needs and adaptation and mitigation strategies. Particular attention will be given to regulatory and incentive-based measures for addressing climate change phenomenon. Despite the fact that uncertainty will continue to exist, many of the vulnerabilities are already in place, and targeted measures can yield no regrets solutions under minimal change scenarios.

The prospect of long-term climate change forces planners to extend their planning horizon. It also requires planners to address dynamic change in a way that many conventional planning instruments are not able to do. Lastly, it allows planners conversant in the implications of climate change to make a contribution in a still emerging, interdisciplinary issue likely to become increasingly important in the coming decades.

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EVALUATION FOR SUSTAINABILITY OF THE CITY

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The Problematic identified, occurs from the excessive urban growth untied in Mexico from the decade of 40's, the cities were not prepared to receive as much population, but it is from principles of the decade of the 70, that in Mexico begins to have growth on great scale generated by the migration field-city and city-city in search of a better standard of life, what I originate new establishments some of these establishments went away little giving in apt sites, without concerning the regime of property of the ground and the natural terrain features of the same one, excessive growth has taken to the population to occupy fertile grounds, or zones of high risk. This expansion has occurred exceeding the planning and in some cases it has been outside the reach of the authorities, since in this time it was not analyzed in where serious the best zone so that these were made and much less ecological impacts of such; in Mexico still there were no laws that regulated this situation, reason why it is possible to be considered that this it is the beginning of urban but ecological and environmental problems non single.

It is as of 1972 when laws and dependencies are already had that regulate the growth of the city, nevertheless these has a sobreposition of responsibilities in some scopes and leave without covering others in which they agree but their interventions are totally opposite, by lack with an instrument that helps them to evaluate the suitable site but from the scope of its competitions that nonsingle also benefits to the city but to the environment.

In order to solve this situation it must as objective count on an instrument of easy handling to determine, as serious the best location for the different uses from the urban ground, as well as from all those elements that can get to be detonators of the urban growth, and that this is sustainable, that is to say, that does not deteriorate or can affect of considerable way natural means (ground, water, air, flora and fauna), surrounding or of the region "

Being based on the experiences acquired at international level like the one of the club of Rome made jointly with the investigators of the Technological one of Massachussets (MIT) by means of the theory of the complex Dynamic systems, presented/displayed at the end of the Sixties and considering this work like the beginning of the investigations on the impact of the man on the environment, it was included/understood that the developed theories previous centuries by the physicists, like the laws of the thermodynamics emphasizing the entropy, can be useful to include/understand the operation of the great system that is the Earth, in where the chance and the complexity generate some of the situations that are transcendental in the planet.

Working with some of the variables used by the Commission of Studies of the Sector Deprived for Sustainable Development (CESPEDES) development an index of the environmental sustentabilidad for the organizations in Mexico since it is necessary to evaluate the ecological impact that the Establishments generate on the rest of the city and the bordering areas.

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INTEGRATING NATURE CONSERVATION IN LAND USE PLANNING:

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In recent years, planners in Singapore have become more aware of the need to integrate nature conservation into the urban planning system. While the existing planning processes are rigorous and attempt to address all issues, including social, economic and environmental, comprehensively, conflicts do arise due to the limited land space and the many competing requirements of a growing economy. The paper discusses the proposal for an integrated decision-making framework, premised on the understanding that strong institutional arrangements and rigorous procedural processes are a priori requirements for effective integration. The framework is coupled with evaluative techniques to demonstrate how conflicts amongst stakeholders can be addressed in an open and equitable manner, and the results are validated using a case study involving the proposal for a new town close to a nature area. The overall approach is an adaptive process that combines collaborative learning with analysis-centred decision-making modes. Contingent Choice Method, a technique that measures non-use value, was applied via a paired rating survey, to add a sense of realism to the process.

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WHO CAN MANAGE THE ENVIRONMENTAL RESOURCES? REFLEXIONS ON A POLITICAL STRUGGLE AGAINST THE IMPLEMENTATION OF A SHRIMP-FARM MEGA PROJECT IN NORTHEASTERN BRAZIL

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During the 80´s shrimp farming industry grew exponentially throughout coastal zones and estuaries around the globe. Modern large-scale shrimp farming are preferably allocated in tropical and subtropical coastal and estuarine areas, such as mangroves, which offer a large water supply. For this reason shrimp farms are very often allocated in preserved common-use areas inhabited by traditional populations whose livelihood is intrinsically attached to natural resources. Free access to common environmental resources of mangrove and the availability of pollution-free watershed are key factor that has allowed these groups to sustainably maintain their livelihoods.

Natural resources-dependent populations are the most affected groups by shrimp farm agro-business. This sector of industry has left a trail of destabilization of ecosystems and of traditional systems of social reproduction, and a process permeated by the violation of guaranteed constitutional rights, which led to the irruption of socio-environmental conflicts.

In Brazil, since the mid-90´s shrimp farm agro-business has been growing rapidly in North and Northeastern regions. This paper proposes to analyze the process of environmental licensing of the largest shrimp farm enterprise in Brazil, reaching 1,500 hectares in a Northeastern estuary area.

The objective of this work is to analyze this case of socio-environmental conflict, using ethnography as the research tool to reach the different perspectives invoked by local agents to legitimize their position. "Economic rationality", "job offers" and "the natural vocation of the territory" are some of the "words of order" (Deleuze & Guattari, 1980) employed by entrepreneurs to justify the allocation of highly polluting units in the mangrove. Intense affinity relations amongst the private entrepreneur, the state licensing agency and the municipal administration is firmly anchored in the discourse of "job blackmail" – which submit so-called social benefits to environmental risks (Bullard, 1994) – and in the diffused practice of threaten and intimidation on the potentially affected population.

This paper aims to present a detailed examination of the discourses and practices displayed by local agents to legitimize their definition of who can manage the environment. The author has done long-term ethnographic research in the area and observed the first phase of the licensing process and the irruption of a complex political struggle that puts into question the conditions of possibility of democratic participation (Cole & Foster, 2001).

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ANALYTICAL APPROACHES TO ACCOUNTING FOR SOCIAL FAIRNESS IN PLANNING PRACTICES

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Addressing and serving social justice have long been major principles of contemporary city and regional planning. However, without creditable and widely understandable ways to evaluate whether, for example, low income and minority people are disproportionately adversely impacted by current environmental conditions, or by planning alternatives, this issue is more likely to be treated rhetorically than analytically. Since we tend to attend to that which we can measure, and give lip service to that which we can not, developing means to measure the social fairness of alternatives stands to make a major contribution to decision making that effectively serves this end.

This paper seeks to answer the question: how can we measure social fairness in planning evaluation, and thus do a better job of incorporating it into planning practice? The strategy used in seeking an answer to this question includes two steps. The first step is a critical assessment of the research-based literature that explores alternative ways of measuring the social distributional effects of plan and policy options.

Much of this literature is recent, and was encouraged by Executive Order 12898, signed by President Clinton in 1994, that required all federal agencies to assess the environmental justice implications of all actions that these agencies have under consideration, and required reducing and mitigating those negative impacts that fall disproportionately in the less fortunate. While the current national administration has sought to water down these requirements, this Executive Order has not formally been reversed. And since 1994, federal agencies and some researchers have explored a number of ways to carry it out.

The second step in the strategy used in this paper is to focus on two specific and different efforts to account for and to address the environmental justice implications of major projects. One case involves the routing of a light rail transit system through several communities. The other case assesses the design alternatives for replacing a major elevated highway, along a downtown waterfront, that was damaged by a recent earthquake. Both of these examples are from the Seattle, Washington area, and involve modest federal financial contributions. Lessons drawn from analyzing these two cases include the problems with data sources, the need to deal with interactions between environmental impacts, validity problems with measures, and ways to involve affected publics and to communicate effectively with them. These cases also illustrate how evaluating environmental justice can become part of conventional planning practice.

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AN INTEGRATED APPROACH TO RISK PREVENTION AND MITIGATION

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An integrated approach to volcano risk prevention and mitigation.
The Vesuvius communities Strategic Plan.

In a innovative practice of risk prevention and mitigation planning, 18 municipalities cohordinated by the Province of Naples and Campania Region, are dealing with the whole set of risks enbedded in a volcano mauntain. The area has a population of 500.000 people, being the suburb of one of the lagest Italian metropolis, notwithstanding the distruction of cities in the past centuries more than one time. The aim is to emprove the communication network for evacuation; to compensate building wrights in residential areas after the stop to any new house; support programs to reduce residential density; to change use of building from residential to non residential. Local government required the plan would link risk managemento to oppotunities of economic and social development.

One of the main planning task is to share decisions with local communities

reaching agreement on objectives, projects and their implementation. This implies: a) a long communication work; b) involment of people in scientific findings; c) empowerment of local actors; d) forum of interaction for deliberative processes; e) integration of knowledge and planning; f)connection among planning lives.

The paper will focus on collective awareness when lives are at stake in a long time perspective, a complex set of interests are involved, and citizens want be actors of a decisional process

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A GENERAL THEORY OF SUSTAINABILITY

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Measures and models of sustainability have been proposed by researchers in numerous disciplines. These range from models of climate change and ecosystem services to biodiversity indicators and assessments of ecosystems and cities. Increasingly, they address complex and dynamic phenomena such as climates, cities, and ecosystems as well as the functions and services that these systems perform. The rates of change (species extinction, habitat loss, and sea level rise), the processes on which these changes are based, and the multiple scales or levels of the activities they address are now of concern. Yet there is limited consensus across disparate disciplines or within individual ones. These limits are echoed in policy fora and arenas. While each discipline has its own theories, methods, and vocabulary; there is general agreement about fundamental precepts such as balancing environment and development, mediating social, economic, and ecological concerns; with an eye toward the future. What is missing is a rigorous definition of sustainability and a theory to conceptualize and measure it. Sustainability is measured using rate processes. A sustainable process is one whose rate is maintained over time without exceeding the innate ability of its surroundings to support the process, including the ability of the surroundings to absorb its impacts. Sustainable processes have rates of production and regeneration that equal or exceed rates of consumption and by-product absorption. Just as material processes are governed by the first and second laws of thermodynamics and the theory of rate processes, the general theory of sustainability is based on these three concepts as applied to dynamic as well as static processes. The general theory of sustainability provides a new basis to conceptualize consumption and production as sustainable processes. Sustainable processes are ones that replenish the flows of matter, energy, information, capital, and other evolutionary factors through a system at levels in which the outputs are at least equal to the inputs, in terms of quality and in quantity. This concept of sustainability incorporates the rate processes in which the rates of regeneration (replenishment) equal or exceed the rates of depletion plus extraction plus consumption; and the rates of production of wastes or by-products are less than the rate in which the environs can absorb them and remain healthy and viable over the long term. These replenishment rates also should lessen the rates of difference in equity among social groups. Sustainable processes give back in a circular way, with the outputs of one process continuously forming the inputs of others. Waste disappears in a sustainable process. This dynamic and scale-independent basis for the general theory of sustainability overcomes limitations of static approaches that measure values at one point in time and/or one place in space. Moreover, some current conceptions of sustainability assume a completely closed system, which does not correspond to reality from a thermodynamic point of view.

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BUSINESS AND THE ENVIRONMENT

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The paper examines the issue of whether and how the environmental problem can be solved within a capitalist context. Scholars like Hawken, Lovens and Lovens (1999) and McDonough and Braunhart (2002) seem to argue that it can. The analysis uses empirical data to show how the positive effects of the technology and process changes described by such authors are negated by the detrimental impacts of working within a system of unlimited financial accumulation. The net result is a continued attrition of non-renewable resources and prolongued ecological damage. This does not mean that environmental planning cannot be effective. Indeed, if the long term systemic prognosis is so worrisome, there is an even greater need for sensible planning. On the other hand, these results do demand a very different approach to environmental policy, one that includes formally structural and systemic constraints in the analysis, so that the full measure of what business operation implies, and what the environment confronts, is clearly and adequately dealt with.

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A CONSIDERATION OF THE ECONOMIC, ECOLOGICAL AND SOCIAL IMPLICATIONS OF URBAN NATURAL RESOURCES MANAGEMENT: A CASE STUDY OF RIPARIAN VEGETATION IN THE PORTLAND, OR METROPOLITAN REGION.

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As cities and metropolitan areas grow in population and expand spatially, more natural resources fall within urban boundaries. Whereas a concern for parks and open space within cities is not new, we now understand the essential ecological functions served by urban streams, forests and open land. Urban resource managers must now address the interconnected issues of urban stream water quantity, water quality and wildlife habitat. Efforts to protect the integrity of ecosystem elements within cities are specially challenged by the need to consider concurrently the social, economic and political implications of such actions. In an era in which "sustainability" tops the list of many public agencies and civic groups, the need for urban ecosystem protection to address the "three E's" is more compelling than ever.

This paper will extend ongoing research on the management strategies and loss of riparian vegetation in three cities in the Portland, OR metropolitan region between 1990 and 2002. Empirical research to date has identified the magnitude and location of vegetation loss along riparian buffers of varying widths. Major areas of loss have also been identified. This research paper will report on efforts to clarify the ecological, economic and social benefits and costs of these losses. Specifically, this paper will present an approach for analyzing the social benefits and costs of riparian buffer losses, with particular attention to who is bearing costs and who is reaping benefits.

The regulatory and management strategies in place in each municipality will be reviewed for interpretation of the assessment of the value of resource protection. That is, it will be assumed that policies reflect an implicit valuation of the costs and benefits of protection compared to potential resource loss. Public records and interviews with relevant persons will enable the reconstruction of the story behind each case (of major vegetation loss). In other words, resources losses and who bears the costs and benefits of such loss were either (a) not considered at the time of development permit issuances, (b) not considered significant, or (c) gains in other arenas were considered to outweigh losses incurred through resource degradation. Part of the analysis of costs and benefits will include, of course, an analysis of who is expected to bear the costs and who will reap the benefits. Such an analysis has direct links to issues of social justice and sustainability.

These findings will inform resource management education and practice by sharpening our understanding of whether losses are the result of technical failures (lack of awareness or understanding) or political imperatives (decision maker's judgment of community needs).

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Key data sources: Existing GIS-based analysis of resource losses; public documents regarding development permits; interviews with relevant development-related professionals and/or agencies.

"BUT WE HAVE NO WASTE": EDUCATION AS A TOOL FOR OVERCOMING BARRIERS TO IMPLEMENTATION OF A COMMUNITY-BASED WASTE COLLECTION PROGRAM

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In planning for the provision of community-based waste collection services to under-serviced communities in the developing world, it is important to understand local residents' perception of waste a as a problem and their willingness to pay for waste collection services. If residents do not perceive waste to be an aesthetic, environmental or health problem, then they have little motivation to pay fees for a

community-based waste collection system. Residents may not feel that waste is a problem because they can dispose of it by throwing it in a nearby river or simply dumping it in open spaces. Hence, when questioned about the need for waste collection services, they may respond that they have no waste – and therefore no need to pay for its collection.

Environmental education programs have been used elsewhere to inform residents about the risks of improper waste disposal and the benefits of regular collection services (Muller et al. 2002), but empirical evidence about the effectiveness of these programs is lacking. Previous survey research has examined household perceptions of waste (c.f. Nunan 1996) and willingness to pay for improved waste collection services (Altaf and Deshazo 1996), but these results have not been linked to the impact of an environmental education program. Our study attempts to make this link.

As part of a feasibility study for a proposed community-based waste collection project, we conducted a survey of 300 households in an area of Siem Reap, Cambodia that currently does not receive waste collection services. The survey asked residents whether they would be willing to pay for waste collection and whether they would be willing to pay as much for waste collection as residents of serviced areas were paying. The survey also assessed socio-demographic characteristics of the households, and respondents' environmental attitudes and awareness. Using a logistic regression model, we found that education, proximity to the local river, socio-economic status and awareness of waste as a problem were related to willingness to pay for waste collection services. After conducting an environmental education program in the study area, we performed a follow-up survey that found that willingness to pay for waste collection services had increased. We conclude that environmental education programs can increase willingness to pay by increasing environmental awareness and that such programs are an essential element in planning for the provision of community-based waste management.

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IMPLEMENTING THE EUROPEAN LANDSCAPE CONVENTION. APPROACHES AND CRITICITIES

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The European Landscape Convention (2000), giving centrality to the sustainability strategy, stimulated the development in the European context of an innovative system of policies aimed at protecting, managing and planning each landscape of the territory as a framework of the population lifestyles, as an expression of regional and local identity and diversity, and as an important resource of social-economic and territorial development. The Convention introduces in the pan-European context a reference strategy for the action in order to disseminate a common

approach in the different landscape planning traditions aimed at valorizing the landscapes for the sustainability of the territories. The Convention is implementing in some member states that - with different approaches, results and criticities – placed the landscape policy as a principal focus of the sustainability strategy. The recent landscape policies and implementation approaches can be traced to the interaction between European guidelines and historical tradition of protection and planning of each Country. In this direction, the paper tries to analyze the approach, the criticity and the recent experimentations of policies, programs and projects of valorisation and creations of new landscapes in order to implement the European Convention in some member states (as Germany, Austria, The Netherlands, England, Spain, France, Italy). This comparison outlines the role of the different landscape cultures in respect of the tradition of protection of the natural and cultural resources and with reference to the spatial planning system. The analysis could also evidence: the individual track of each planning culture developed to implement the Convention; the relation among landscape planning and other planning (spatial planning, infrastructural planning, water management, natural protected areas planning, etc.); the interrelation among different levels of landscape planning; the connetion between landscape planning (that is a "large scale" as national or regional planning) and the operative projects; the interaction among the landscape identification and evaluation and the plans and project promoted to protect, restore and innovate each landscape of the territory.

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ACCESSING THE GLOBAL PLANNING GRID (GPG) TO AUGMENT MULTI-STAKEHOLDER REGIONAL NETWORKING CAPACITIES FOR ENVIRONMENTAL JUSTICE

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This paper examines the two international multi-stakeholder planning networks organized to coordinate research and policy advocacy on sustainability and social justice concerns (or environmental justice). Environmental justice studies focus on environmental inequalities in pollution exposure and in access to decision making institutions. These inequalities reflect a crisis of social justice and democracy, as the burden of environmental pollution is pushed on these communities due to discrimination; but it also reflects a problem in planning, because many planning processes are not inclusive of environmental justice models or of its practitioners. Research and advocacy on environmental justice have shifted from focusing mainly on pollution sources to include the built environment. Much of the research on this topic has also centered on policy advocacy efforts by activists seeking to transform polluted communities into spaces where environmental justice is practiced. One advocacy method is the use of cyberspace, which has assisted policy efforts at the local, regional, and global scales. I consider two such collaborations.

The first is the Transatlantic Initiative to Promote Environmental Justice, a collaboration among scholars, human rights advocates, and environmental policy

advocates in the U.S. and their counterparts in the Central and Eastern Europe region. The second case concerns the International Campaign for Responsible Technology, a network of scholars and policy advocates developed to conduct research and support policy campaigns directed at making the electronics industry more sustainable in urban centers of North and South America, Europe, and Asia. These networks demonstrate the promise of integrating theory and practice, through university-community collaborations; the potential for linking environmental sustainability, human rights, and the built environment; and the power of global North-global South collaborations.

Both networks already make extensive use of cyberspace tools for information exchange, research production, and policy advocacy. What they are lacking however, is a) a systematic evaluation of these efforts, and b) the opportunity to augment their capacities through the use of a GPG arrangement.

Key actors in both networks are scholars in major research universities. Questions posed include: are there more effective ways to connect planning schools to such regional and international environmental justice networks? What role can scholars play in theorizing and facilitating new modes of engagement between universities and community-based organizations?

I developed this abstract with two colleagues (Keith Pezzoli and Richard Marciano) who are also submitting separate abstracts on cyberinfrastructure and progressivism. We hope to be placed on a panel together.

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CRITICAL LINKAGES BETWEEN POPULATION PRESSURE AND ENVIRONMENTAL DEGRADATION: A CASE-STUDY OF WATER POLLUTION FROM DOMESTIC SOURCES AND MANUFACTURING INDUSTRIES IN PUNJAB, PAKISTAN

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The paper sets out to make a case for considering the impact of factors related to urbanization such as industrial development and population pressures on the environment in the context of regional development in a developing economy. It investigates the extent of water pollution attributable to domestic sources and manufacturing industries within a region. Based on its findings, it argues a case for a change to the mindset among policy makers and regional planners regarding sources of water pollution and their approach towards ensuring environmental protection with respect to urbanization.

In developing countries like Pakistan, whilst pollution control strategies at the regional level tend to focus on the treatment and management of pollution caused by the manufacturing industry, planners and policy makers often ignore pollution caused by population related factors. In this context, the study undertakes to

determine the region's manufacturing output by inventorising and categorising industrial units at the regional level. The total manufacturing output is then converted into pollution loads by applying WHO's Rapid Appraisal Method (RAM). The study also sets out to calculate approximate pollution loads as a function of population size. The research relies on data collected during earlier fieldwork from various national/ provincial government departments in Pakistan and reports from United Nations and international agencies. It also refers to other supportive evidence from expert reports and wider literature to further clarify findings and facilitate the drawing of conclusions.

Findings and recommendations from this study stress the need for policy makers and planners to take into account the impact of population on water quality to ensure sustainable development. Such policy consideration is all the more important in regions of high overall population densities such as the Punjab.

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URBAN VULNERABILITY AND SUSTAINABLE DEVELOPMENT:

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Cities are the historical expression of the highest artificiality achieved upon nature by men in its obliged interaction. This artificiality makes cities depend upon the permanent interaction and appropriation of outer environments, needed in the social reproduction and production of the built environment cycles. This inner characteristic is an ontological condition that limits a full implementation of the concept of sustainable development to urban environments. As highly complex systems, the multiple functions perform by cities and their interdependence made as well cities highly vulnerable and prone to the inner socio-technical and natural hazards.

The economic development of Mexico during the last fifty years has had as a complement a process of urbanization of equal or greater magnitude, whose principal characteristic has been a pattern of high concentration of population in one city: Mexico City.

The speed of the metropolitan growth has been such that the metropolitan zone of Mexico City increased from 1,640,314 inhabitants in 1940 to nearly 19,000,000 at present, and concentrates 48% of the industrial GNP of the country. A population increase of almost ten times in only fifty years. This growth has exceeded the capacity of the state to cope with the demands of the migrant and low income population.

This precarious process has occurred to the detriment of the areas surrounding the cities - over lands of high agricultural productivity or rich biotic variety, lands of low seismic resistance or beds of ancient lakes, purposefully dried - so that in foothills of the mountains, over irregular zones of high risk, the offering of services is difficult and costly.

For its magnitude and almost total lack of planning, this precarious and anarchical urban growth has made the city highly vulnerable to natural phenomenon. The 1985 earthquake has shown us how vulnerable the city is, not to speak of the regular flooding and land slides occurred during the rainy season, which imply important economic and social costs. The city has become as well vulnerable to social events, such as the 1984 catastrophic explosion in a liquid petroleum gas plant, leading officially to the death of some 450 people.

Our paper presents the results of an empirical research conducted in Mexico City, that aims to prove the highly heterogeneous urban vulnerability within the city in relation to natural and man induce disasters and the dysfunctional relationship between the objective vulnerability of the urban physical structure (mainly of the urban housing stock) and the risk perception of the population. It´s assumed that the coherent risk perception is a key factor for the successful implementation of any urban planning action oriented to risk mitigation and for the development of a Culture of Prevention.

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EUCALYPTUS, BLESS OR BLIGHT? UNDERSTANDING THE POLITICAL ECONOMY OF CONFLICTS OVER EUCALYPTUS PLANTATIONS

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The purpose of this roundtable is to discuss the political economy of the conflicts over eucalyptus plantations in the context of several countries, particularly Brazil, Uruguay and Spain. Conflicts over eucalyptus are important for planners because there is a large expansion of eucalyptus plantations all over the world, but there is no consensus over their economic, social and environmental effects. Until the end of the eighteenth century, the eucalyptus tree was unknown in the West and confined to the Australian subcontinent. Two hundred of year later, in 2000, eucalyptus were found in more than 100 countries covering an area around 16 million hectares. Many important industries, such as pulp and paper, depend on the eucalyptus, and its large-scale plantations. Regions with tropical and subtropical climate have gained many investments in these sectors because of the advantages of growing eucalyptus in warm climates. However, much initial optimism on the limitless benefits of the eucalyptus has faced a growing confrontation of environmentalists and civil society

groups, and even governments, such as some regions in Spain, Uruguay and Brazil. Authors agree that eucalyptus has had an important impact on the economy of many countries, but it is generating a rising resistance in many parts of the world because the large scales of its plantations and its unfulfilled promises of economic and social impacts. One branch of the literature points the growth of the pulp and paper industry in many regions as a threat to biodiversity and other environmental and social impacts of large-scale plantations.

There are a lot of debates in the literature of social sciences about eucalyptus involving its social, economic, historical, political and environmental effects. However, there is no consensus over the economic, social and environmental impacts of eucalyptus. Many environmentalists and groups opposing eucalyptus argue that eucalyptus has a series of negative environmental and social impacts, including issues over water consumption, soil erosion, exhaustion of soil nutrients, loss of biodiversity and reduction of land for other kinds of cultures. On the other hand, the pulp industry and other supporters of eucalyptus, including some people in academia, have arguments that contest the allegations of the environmentalists, making this debate interesting. The literature in both sides points many questions about the social and ecological effects of eucalyptus, but there are not yet answers for many questions. Little is known why conflicts over eucalyptus come up in some regions and not in others. Also, there is no understanding why some stakeholders have positive and others negative views about eucalyptus. This roundtable will shed light on these issues, considering, particularly, the fact that investors have currently the power to get more flexible regulations and induce local people acceptance in areas particularly depressed and affected by unemployment.

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VISITOR MODEL FOR CARIBBEAN NATIONAL FOREST RIVERS

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The following paper documents the development of a visitor model for river recreation sites in or near the Caribbean National Forest in Puerto Rico. The model will forecast both the daily and annual number of river visitors. Sample data was obtained from 793 interviews conducted in 19 sites along the Mameyes and Espíritu Santo rivers during the months of June, July and August of 2005. The explanatory variables for the annual model included travel costs, the presence of a waterfall, pool volume, road width, mean annual discharge, and the number of parking spots. Independent variables for the daily visitor model also include precipitation, temperature, family income, age, education level, gender, level of crowding and level of enjoyment. The model may help forest administrators and government officials to forecast the number of visitors in the area given location attributes or visitor characteristics.

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WATER DEMAND AND PLANNING OF URBAN WATER SERVICES IN MEXICO: THE CASE OF NUEVO LAREDO, TAMAULIPAS

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We estimate the effect of price, lagged consumption and nonpayment on residential water demand for the city of Nuevo Laredo, Tamaulipas. Residential water demand has rarely been studied in developing countries cities. One reason may be the difficulty of collecting data on metered service, income and other socio-economic variables. This is unfortunate since identifying the factors that affect water use in developing cities is critical to improve their water management (Renzetti, 2002). Indeed, a number of studies (see for example Shirley, 2002) show that the management of urban water system in developing cities is highly inefficient.

Methodology

We utilize a dynamic panel data model on monthly water data to estimate the effect of price, lagged consumption and lagged nonpayment on residential water consumption. We are especially interested in the potential impact of non-payment on water consumption, as we may expect users who don't pay to consume more water. Using a dynamic model for water demand allows us to capture water use habits, which is reflected in past consumption. In addition, a panel model allows abstracting from the influence on water demand on difficult to collect data (such as the characteristics of water appliances). In this work, we utilize the Arellano and Bond (1991) estimator because of its advantages for estimating models with weak exogeneity.

Relevance

The study will make a methodological contribution to the literature on residential water demand by using dynamic panel data analysis to analyze household water use in a developing country. In addition, this work will test the hypothesis that the proportion of non-payers is a significant explanatory factor for explaining water consumption.

Data Source

Water consumption and bills data were obtained from the municipal water agency in Nuevo Laredo (COMAPA) in the state of Tamaulipas. The database includes water consumption, billing data and nonpayment indexes at household level (30,617 accounts) for a period of five years (1998-2002). We deflated monthly payment and billing data using the Consumer National Price Index (INPC) base 2002 for the border region from the Bank of Mexico.

Drawn from an approved dissertation proposal.

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CULTURAL AND ENVIRONMENT PROPERTIES FOR A COMPATIBLE TERRITORIAL PROMOTION. A PLAN TO BE COSIDERED IN SICILY

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The main subject we intend to deal is the one related to the exploitation of the cultural and environmental resources, in a central area of the Mediterranean basin which shows particular signs and meanings; Sicily represents a place of intersection of cultures and civilizations that have left testimonies that the history has sedimented and stratified. The aim, through the introduction of a plan of study, is that of formulating a methodology for a general program of requalification intended as a complex relation among nature, man and building.

The concept of exploitation is tightly tied to the cultural property that since 1964, "Carta di Venezia" extended its meaning from the isolated architectural creation to the urban and landscaping environment.

The "Architecture paper" of 1977 stated that urbanism would have imposed that each element of the building continuum should have been related to the other elements in order to complete its concept creating the idea of inseparability between city and territory.

The exploitation of the cultural patrimony has to be integral part of the planning and of the process of management of a community (at a regional, provincial and town level), in order to contribute to a sustainable, social, qualitative and economic development assuring the inhabitants´s participation, besides the one of the experts and of the administrators, as declared during the International Conference on preservation "Krakow 2000".

Exploitation cannot be realized but through an active preservation that is through interventions of preservation which are a part of nowadays demands; through the "project" we have to demonstrate the ability to transform consolidated spaces in other spaces suitable to todays´ needs respecting their historical and artistic features, combining them with the modern functional and technological demands. A not functional property could quickly get deteriorated while one kept in efficiency could last for centuries.

Every program of intervention, for the uniqueness of the proprerty to be preserved, is always presented as unique, to be dealt with care and humility being aware that any mistake could cause irretrievable damages or even a definitive loss. Every intervention is a case apart, but the methodologies of research and proposal could be repeated or could be useful reference for similar cases.

The Sicilian territory is rich of starting points for planners thanks to the presence of numerous valuable naturalistic and historical places and to the inseparable bond between the land and the sea. In case some of the cultural properties of the island will be exploited and included in a net, we will proceed through the historical-critical knowledge in order to be able to express an artistic, documentary, aesthetical, historical, social-cultural opinion standing out the values not pointed out in the past. It will be very important to chronologically reconstruct the territorial identity creation intersecting it with the geologic events, the social facts and the economies of the time, in order to recognize and record its processes of modification, where present, to individualize him "possible sceneries" of transformation.

Regional and local compatibility will be verified in comparison to the uses and to the typologies, not "to use" but "to utilize" the resources and give back dignity to them allowing a new attribution of roles and meanings but, at the same time, which are not in contradiction with their nature.

References:

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METHOD FOR EVALUATING A CITY'S SUSTAINABILITY BY FOCUSING ON LAND USE

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The terms of sustainable development has used in the various fields not only environment or development but also agriculture, sightseeing or transport since the United Nations published "Our Common Future" in 1987 and internationally recognized that sustainable development is the goal of the future of earth. In the field of city planning, we need the fundamental change from the city model of growth and expansion to the model of sustainable development, and the increasing cities target compact form to contribute sustainability, particular in Europe. However it is appropriate to consider the solution of achieving sustainability of city is not common to all cites but specific, because a city has particular formation process or peculiar form. Therefore it is important to construct the method for evaluating the quantitative impact of sustainability caused by land use and structure of the city, and to compare and examine the different land use and structure of the city for realizing sustainable city.

In regard to the method of estimating sustainability, there are a lot of examples by international organizations, nations, and cities. However those are not useful enough for evaluating the impact of sustainability caused by land use and the structure of the city, because there are the problems that the methods can not cover a wide range of sustainability such aspect as environment, society and economy, or contain the concept of time. Therefore, this study aims to construct the method for evaluating the impact of sustainability caused by land use and to verify the usefulness of method through the case study of real city. The method are characterized by three points: the first point is focusing on the activities in a city effected by land use and the structure of the city, second one is containing the concept of time, the last one is evaluating sustainability from three points of view on sustainability: environment, society and economy synthetically.

This study consists of three phases. First of all, we cleared the definition of sustainability after surveying the past various definitions. Secondary, we constructed the basic system to evaluate the impact of sustainability in three aspects: environment, society and economy, and finally we applied the system to the assessment and comparison of the alternative land use plan of the real city.

As the results, the case study shows that the method could be useful guideline to assess by quantifying and visualizing the impact of land use in terms of sustainability. Japan and some Asian countries have some problems of city planning which can be considered less sustainable such as the population decreasing or the decline of city center. The established method for evaluating will contribute the solution for achieving sustainability of each city.

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CONSERVATION AND REGENERATION AS LEADING FACTORS IN SUSTAINABLE URBAN PLANNING IN NORTH AMERICA: THE EXPERIENCES OF MONTREAL (CANADA), PUEBLA (MEXICO) AND SAN FRANCISCO (UNITED STATES)

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Attempts to attain and to establish a process for urban sustainability are increasing worldwide. This is a result of decades of international movement to conserve local resources and to lower the negative impacts of urbanization and consumption of scare nonrenewable resources. Beside being of environmental interest, sustainability is viewed by the urban governance sector as a process that can lower costs of urban services, improve maintenance of existing buildings and roads, and also as a guidance tool for future physical development and regeneration of deteriorated or underused urban areas.

Less well understood are the factors needed to establish effective urban sustainability practices. This research focuses on the dimensions of conservation of resources and regeneration of urban areas, making the hypothesis that it is the collective consciousness and the communications networks between the stakeholders that make the advances in urban sustainability at the local level. We examine local sustainable plans and policies, legal-institutional frameworks, programs and selected projects in three North American cities (linked nationally through the NAFTA): Montreal, Puebla and San Francisco.

We use conservation (of buildings, land, transport, energy, water and air) and regeneration (restoration, reestablishing of buildings, land, transport, water and air quality and local ecosystems) as domains of activity that require various levels of

consciousness and stakeholder networks over time to produce sustainable practices. For each city we examine different scales of effort (block, neighborhood, district, city wide, and metropolitan area) and we make an attempt to score the quality and effectiveness of projects analyzed on the basis of their relation to the level of collective consciousness and communications existing in the city.

Cases that represent each scale and that involve different actors (public agencies, the private sector and community groups) are presented for the three cities. Cases include in Montreal, restoration of a river district; rehabilitation of a large waste site into cultural and environmental uses; and regeneration of railroad yards into a neighborhood. In Puebla, restoration of natural systems; recycling of unused fabrics and urban renovation; complex urban development of a territorial reserve; environmental regeneration of a low income sector. In San Francisco, conservation and regeneration of a federal fort area into a public urban trust area; regeneration of public convention center area; regeneration of bay industrial zone; and city car share.

We will present the hypothesis and method, as well as one case in each city, focusing on the development of the collective consciousness and the creation of communication networks by the stakeholders in formal and information ways (local laws and regulations, public meetings, and professional societies).

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DEFINING AND EXPLAINING THE SUSTAINABILITY OF RURAL WATER SYSTEMS: EVIDENCE FROM PERU

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Donor-assisted rural water projects have frequently failed in many parts of the developing world over the last five decades. In the 1990s, a consensus largely emerged that water projects would be more sustainable in areas where community members, particularly women, participated in planning and construction, demonstrated a clear demand for levels of service, and paid a larger share of capital and operational costs. Recent studies have also suggested that social capital, governance, and post-construction support may play important roles in sustaining service.

This paper assesses the relative contribution of these determinants to the sustainability of rural water systems in the Cuzco region of Peru. The paper emerges as part of a three-country World Bank study on the determinants of sustainability and the role of post-construction support. The Peru study evaluates

two water supply schemes - projects built under the Peruvian FONCODES social investment fund program and those built under the SANBASUR program funded by the Swiss government. Both programs worked in rural communities and emphasized varying degrees of community participation, gender involvement, and household fees for service. Villages under the two programs also differ in social capital, governing structures, and degrees of post-construction support. Sources of data include 2,500 household surveys and interviews with system operators and focus group surveys from 99 villages.

Our analysis differs from other studies in its use of regression and structural equation models to define the multi-attribute nature of sustainability and compare performance factors among a relatively large sample of villages which share the same hydrology, geography, and water technology. Post-construction support and governance also attain greater attention in light of previous studies. The paper represents an important empirical contribution to a better understanding of sustainability in the sector and the factors which are more and less important to successful performance.

The paper reflects ongoing research by the principal investigator, Dr. Linda Prokopy, and a portion of Rich Thorsten's current dissertation research under the direction of Dr. Dale Whittington. Funding is possible from the Bank-Nethrerlands Water Partnership Program - managed by the World Bank.

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RESOURCE-EFFICIENT DEVELOPMENT STRUCTURES AND URBAN DESIGN

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For some time now, the demands for energy saving, environmental impact assessment and materials flow management in building have been taken into account at object level through the construction of low-energy, passive and energy self-sufficient buildings. At development and settlement structure level the potential available for saving of energy and resources is enormous, but is hardly ever exploited. Spatial concepts for development and settlement structures aimed at limiting consumption of energy and resources and taking into account user requirements, urban ecology, urban design and the public space in a balanced way are either lacking altogether or are not given sufficient attention in planning practice.

With reference to this problem the authors are carrying out a research project with the primary goal of deriving basic findings that will enable an increase in the spatial quality and design of resource-efficient development structures, especially in housing. The project places particular emphasis on the following aspects: implementation of future-oriented building concepts at development and settlement structure level; consideration of rapidly changing spatial and temporal user requirements; enhancing the attractiveness of residential quarters through design of the public space and formulation of a repertoire for public space design.

A review of the national and international literature will be carried out. A visual and verbal analysis of realised examples serves as the basis for the elaboration of a design repertoire and as a fund of references for the development of concepts for resource-efficient development and settlement structures, with a particular focus on the public space. A synoptic overview will be produced to create awareness of established qualities and existing deficits.

People's well-being in their living environment is significantly influenced by the latter's spatial qualities, and the validation and further shaping of these qualities is therefore of special importance. The findings of this practice-oriented research project can be directly incorporated into planning education (development planning and urban design).

Basic urban design principles, socio-demographic values, land use and infrastructure and aspects of environmental psychology will form the major categories for the analysis of the examples.

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INTEGRATING ECOSYSTEM DIVERSITY INTO SPATIAL PLANNING

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Ecologists have concerned with the concept of diversity in studying the structure and functions of ecosystem. Diversity is considered as an important property which begets resiliency and stability of ecosystem. It has also been identified that the property of diversity exists at different hierarchy levels ranging from genetic diversity to the diversity of ecosystems in a landscape. Ecosystem diversity in urban areas is affected by landscape change (e.g. the amount, size and spatial distributions of ecological habitats), ecosystem management and many other effects caused by urban development. Spatial planning of urban areas should be based on a complete overview of the distribution patterns of ecological habitat, biotope and land-cover types. Spatial planners have been aware of the importance of ecosystem diversity, however, there is still a lack of approaches for spatial planning to take into account ecosystem diversity at different spatial scales. In this study we suggest that ecosystem diversity could be meaningful for urban spatial planning to pursue sustainable urban development based on a more stable and resilient ecosystem. We attempt to incorporate spatial aspects of diversity into spatial planning efforts and suggest a framework for assessing ecosystem diversity for spatial planning. Taipei metropolitan area is used as a case study. The measurement of ecosystem diversity for different spatial scales and their implications to spatial planning are discussed.

This paper is drawn from an almost completed dissertation.
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EMBEDDING ENVIRONMENTAL QUALITY IN LOCAL DECISION-MAKING; ON COMMUNICATING THE MOTIVES BEHIND ENVIRONMENTAL STANDARDS

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Environmental health an hygiene is a crucial determinant of human quality of life. Its relevance is most prominent in a local realm, where issues such as noise, bad air quality or safety risks affect the lives of especially city dwellers. This highlights the importance of a good embedding of environmental health and hygiene in local decision-making. The current decentralization efforts in many European countries result in more local responsibilities which points even more to the question of how to make sure local authorities actually integrate environmental objectives in their local practices. Leaving it to local authorities can be problematic as environmental objectives easily get pushed aside by strong economic or financial interests. As such top-down policies are often needed to stimulate and help local authorities embedding of environmental health and hygiene in local decision-making. Our research into Dutch practice has shown that current tools used to do so often run short of producing such results. It shows how both the informal means of transferring policy concepts – such as sustainability – and formal means of setting strict environmental limit values are not successful in internalizing environmental health and hygiene

in local decision-making. Without strong imperatives the transfer of policy concepts often falls short of operational action. On the other hand, many formal instruments do not result in transferring the motives and ambitions underlying them. Our research shows that most local authorities work just within the legal boundaries instead of aiming for the 'the highest environmental quality possible'. Thinking in terms of environmental quality apart form meeting limit values is thus limited, and hence is the embedding of environmental health and hygiene in local decision-making. Staring from the theoretical realm of interpretive policy analysis and discourse theory, this paper argues that formal and informal means of transferring environmental ambitions should be considered complementary if environmental health and hygiene is to be internalized into the broader concept of quality of the physical environment. It combines the data and results from three previously finished researches to develop this new argument. Furthermore it describes the Dutch City & Environment approach and the EU Natura 2000 procedures as tools that meet such combination. It concludes with showing how these are suitable means to transfer not just legal targets, but also the meanings and motives underlying them and thus help to embed thinking about environmental quality in local decision-making.

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The paper follows an approved dissertation proposal of C. Zuidema MSc (author) on "Interaction between European Union environmental policies and local urban governance", with supervisor Prof. Dr. G. de Roo (G.de.Roo@rug.nl)

TRACK 17:
Economic Planning and Development

ANALYSIS OF THE SERVICE INDUSTRY IN PUERTO RICO 1980-2000 AND ITS POTENTIAL FOR DEVELOPMENT TOWARDS A KNOWLEDGE-INTENSIVE ECONOMY

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In the past century, the economic development of Puerto Rico has been characterized by a dynamic transformation from an agricultural to a post-industrial economy. This paper will document recent transformations in the service sector and explore the possibilities of a transformation towards a more knowledge intensive economy. This work will analyze the development of the service industry sectors during the period 1980-2000 and establish a comparison with workforce socio-demographic data. Using the 1979 and 1999 Puerto Rico County Business Patterns data, employment and wage concentrations will be measured by calculating the Location Quotient and the National Averages Index. 1980 and 2000 socio-demographic Census data for Puerto Rico will also be examined to establish a corresponding demographic workforce profile, including age, education and travel time to work. This analysis will inform Puerto Rico´s industrial policies, currently in flux due to the disappearance of US IRS tax code Section 936 benefits and also the country opportunities in the near future for an economic fluctuation to a knowledge intensive economy.

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THE FORMATION OF LOCAL PLACE COMPETITIVENESS THROUGH URBAN DESIGN

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Relationships between public open spaces and private spaces of different morphological patterns of low-income residential neighbourhoods in Mexico City and productivity of existing businesses, urban rents, personal incomes and financial networks were examined. These morphological differences between relationships produce different economic performances in the running of the four circuits of capital accumulation in neighbourhoods. Seven research methods were used to obtain empirical data and five for the analysis. First, non-participatory observations of activities in public spaces users, land uses, physical traces and pedestrian movements in public spaces; second, documentation of cadastral maps, historical documents and urban planning regulations; third, market researchs; fourth, statistics; fifth, focus group interviews including mental map surveys and place identity dimensions surveys; sixth, economic questionnaires to the businesses; and finally, semi-structured Interviews to different actors. The research methods for the analysis were: space syntax analysis, fractal analysis, isovists, analysis of discourse and statistics. The results of the analysis show significative differences at level of communication, uses of public spaces, perception and understanding of the physical and spatial configuration, sociological creation of community, and satisfaction and territoriality residents feel about their neighboourhoods. The distributions of productivity, urban rents, personal incomes, financial flows and investments are related with the way public spaces achieve "spatial equity" in the distribution of pedestrians, and in other levels as the perceptual, relational, meaningful and historical-evolving. The discussion is about if local place competitiveness can be constructed under the concept of comparative advantage in order to attract investments for the satisfaction of local needs and activation of the internal market; as well as the construction of social identity and economic inclusion in existing public housing estates. The results seem to support the theory that there are low-income neighbourhoods which have supported its own place competitiveness achieving a self-organizing economy, but in public housing estates, the area-based initiatives seem to need the combination of organisational and social aspects as the commitment all social agents involved moreover than just the economic and physical ones to revert the abandonment and economic decline in which they are.

The relevance is in the deeper knowledge of the relationship between morphological patterns of public spaces and the cycle of capital accumulation which is achieved; and second, the economic-spatial initiatives to revert economic decline.

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URBAN AND REAL ESTATE DEVELOPMENT OF THE CENTRAL UNIVERSITY OF VENEZUELAS RENTAL ZONE

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The Central University of Venezuela contributed to the growth of the city of Caracas through its construction in the 1940s of the Caracas University City campus. The campus master plan allowed for the creation of a campus with an area of over 200 hectares and included the creation of the Plaza Venezuela Rental Zone , an extra 10-hectare area for real estate development planned to generate resources to financially support the scientific activities carried out by the university. To this end, in 1974 the Venezuelan Government created a special entity which aimed at developing the Plaza Venezueala Rental Zone as a real estate venture, so as to transform this area into a city-scale business, commercial and recreational center. This paper outlines the work of the development entiry and focuses on how successful such a university/public entity can be at fostering new planning and design processes that support development which contributes resources to support the universitys research funding.

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FINANCIAL HEGEMONY AND GEOGRAPHY OF THE BANKING NETWORK IN BRAZIL

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The configuration of financial and banking systems in different countries result from the convergence of the internationalization of finances and internal determinants of each nation (historical, geographical, economical, organizational and political). Although spread throughout the world in waves of movement, financial liberalization does not arise in all countries in the same manner, as studies on the geography of finances and banking have shown in such diverse countries as Great Britain, the United States, Italy and Brazil (Martin, 1999; Dias, 1999). The concept of financial hegemony helps us to understand the role and the power of Brazil's financial institutions, making clear the way in which banks and other financial institutions control the flow of capital and exert strong power over the country's economy. We believe that the assertion of the financial hegemony always has a territorial dimension, as seen from the angle of the construction of geographical scales (Smith, 1993). In other words, space dominance through the financial network organization establishes a source of power and control for banking institutions. Our hypothesis is that Brazil finds itself today in a transition between the banking system that was formed out of the financial reform of the 60s and a system that will emerge from the reorganization process that started in the second half of the 80s. To understand the logic of this reorganization, a historic and systemic analysis of the transformations is necessary. Historic, because each period tends to produce its spatial order associated with an economic and social order (Santos and Silveira, 2001). Systemic, because the process of reorganization alters the nature of the system's components, the manner they relate with one another, and the way in which the system functions and reproduces itself (Arrighi and Silver, 2001). The year 1988 has been interpreted as a point of bifurcation in the path of Brazil's

financial and banking system. Since then it has reorganized its aspects of legislation, economics, politics and space. In this work we seek to draw attention to the way in which the financial integration process incorporates increasing territorial points and effects broader layers of the population, that is, the way in which the domination of the space constitutes a source of power for financial institutions. Identifying actions in each of the geographic scales and searching for understanding as to how the interactions evolve among actors working in the different locations, this work points out some of the forms through which banks and financial institutions control the direction of capital flow.

This work has been developed in a research project course, with the support of CNPq/Brasil, entitled "Financial networks and Brazilian territorial dynamic".

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LOCAL ECONOMIC DEVELOPMENT AND COMMUNITY GOVERNANCE

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The challenge of urban sustainable development is closely related to government´s ability to create new opportunities of local economic development and, above all, new jobs in favor of those urban sectors disconnected from globalized capitalism, recently designated as "wasted lives" by Zygmunt Baumàn. With this title of his new book, Bauman refers to people that aren´t needed any more in contemporary capitalism, that are redundant in current consumer societies. That´s why local governments are increasingly engaged in the promotion of local development, not only having in mind a more favorable integration in the globalized economy, but as well trying to reduce unemployment rates and, as a consequence, social tension, crime and violence that have become the most worrying urban challenges in our days.

In Brazil, above all left wing governments, based on a participative-democratic political approach, have experimented with new forms of "moral economy" trying to foster the principles of co-operation and solidarity in local economic development. But recently also other innovative experiences could be identified where more conservative or liberal local governments, inspired by the principles of the new public management movement, tried to reconcile the managerial administrative approach with community development initiatives, pretending to stimulate local community´s own capacity to open new economic opportunities.

In this paper we present the results of an empirical research on the experience of the so-called "Collaborative Model" of community development, implemented in the Brazilian city of Curitiba, focusing on initiatives concerning job and income creation. Starting with some theoretical reflections on moral economy, social capital and participative governance, and based on the methodology of Social Network Analysis (SNA), integrating quantitative-structural inquiries with qualitative narratives, to highlight structural patterns of interaction occurring amongst the actors involved in this Collaborative Model of Economic Development, the paper intends to demonstrate to which extend the governments succeeded to promote new network oriented forms of co-operation in local development initiatives and to foster ties of solidarity and mutual trust, considered basic requirements for effective alternative local development. The relevance of this study is related, on the one hand, to the discussion upon the possibilities and limits of moral economy initiatives on the local level in the current context of globalized capitalism and, on the other, to the possible contribution of SNA for analyzing experiences of local governance in local development.

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THE INTERFACE BETWEEN ACADEMY AND COMMUNITY IN CONTESTED SPACE: A DIFFICULT DIALOGUE

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This paper addresses an attempt by one of the two Northern Ireland universities to develop a major new campus in Belfast. The site of the campus is one of the most contested in the citya peace line between Protestant Loyalist communities and Catholic Republican neighborhoods. The land development of this new mixed site campus is deliberately planned to ameliorate urban ethno-nationalist conflict and to engage its adjacent neighborhoods in a new form of partnership between academy and community. Such an ambitious project was informed by two processes: the universal trends impacting on all UK universities; and the particular circumstances of Belfast, a contestedcity scarred by over three decades of political violence.

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MEXICO CITY LAND VALUES RELATED TO LOCATION

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MEXICO CITY LAND VALUES RELATED TO LOCATION

CENTRAL THEME

As part of the "Real Estate Valuation Specialitation", I teach "Urban Cadaster". Once a year an average of 30 students attend this course and each one is required to make an experiment in which at least 30 land values should be estimated related to: a particular neighborhood; to an urban corridor ;or to a "slice" of the city from the Central Business District (CBD) to the edge , therefore, an average of 900 estimates are performed each year.This procedure allows us to keep track of the behaviour of land values in the Federal District, capital of Mexico, which grossly represents half of the city.

A major problem, is that a great percentage of the city is already built, in many cases supply reffers to edifications, land value in such cases should be obtained through indirect appraisal methods and not to offers as in the case of empty lots.

The main purpose of this paper is to report the 2005 findings of neighborhood land values and its relation to the CBD taking into account the classical Urban Rent Theory which establishes the hipothesis that land values and urban uses are in function to the distance of the CBD.

For the Federal District with 9.8 million inhabitants, a moving CBD, more than 100 subcenters and an enormous urban complexity, experiments such as the one reported in this document is of great value for the understanding of the economics of a capitalist city.

HIPOTHESIS

Theoretical hipothesis: Land values are related to its location to the CBD.

Empirical hipotheis: The neighborhood land values in 2005 is in function to their distances to the CBD.

Operational hipothesis: $y = B0\ xB1\ e$ where : y = land value; x = distance in kilometers; B0 and B1 are the parameters of the equation.

METHODOLOGY

Considering the experiments of 2005, the average value of each neighborhood which is included in the sample would be obtained. With these results and considering the equation shown above, a correlation between these average values and its distances to the CBD will be done to obtain the R2 between these two variables in order to find the stadistical relation which allows us to demonstrate the hipothesis presented.

RELEVANCE OF THIS WORK

These experiments, done with the contibution of students specializing in Real Estate Markets, are important since they help them to understand the particularities of the relation of land values with a regional perspective and not only on a sigular basis which is the main charateristic of these type of professionals. As a professor it allows me to understand the process of change of values and the centrality of the city which is an important matter in the course I teach in this program.

KEY DATA SOURCES AND REFERENCES

Theoretically, this paper follows the General Urban Rent Theory proposed by Alonso and Richardson at the beginning of the 60¨s, the same considering the works of Von Thunen, the Fisiocrats, Ricardo, Jean Babtiste Say and many other classical authors of Rent Theory.

References:

Alonso and Richardson at the beginning of the 60¨s, the same considering the works of Von Thunen, the Fisiocrats, Ricardo, Jean Babtiste Say and many other classical authors of Rent Theory

INNOVATION AND CATCH-UP IN EUROPEAN REGIONS: PLANNING FOR INNOVATIVE SOCIETIES

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On January 1st, 2006, the European Union (EU) issued its annual European Innovation Scoreboard. The results are disappointing. At best, less-innovative member states are projected to catch up in 50 years. Some states are predicted to require substantially longer.Since the inception of the 2000 'Lisbon Strategy,' European officials have placed innovation among the top priorities. Europe is not alone in appreciating the economic value of innovation. Contemporary social scientists and the popular media alike proclaim our inhabitance in a 'knowledge economy' of global proportions. Nations, regions and cities compete to play host to cutting edge research and to be the spawning ground of the innovative industries of tomorrow.Theorists, however, remain divided about the precise connection between innovation and economic growth. The proper shape for innovation policy is therefore much disputed. The neoclassical approach emphasizes a linear model in which sufficient quantities of appropriate inputs lead firms towards greater innovation. Two contemporary theories argue against this mechanistic model. Researchers in the innovation-systems approach propose that new ideas are the product of complex human relations across firms and institutions. Meanwhile, endogenous growth theorists posit that investments in knowledge yield increasing returns that spill over beyond the confines of the firm. Both theories assert that locales spawn new ideas to the extent that crucial extra-firm capacities, institutions, and social conventions are supported and nurtured.For Europe, as for much of the world, the vital task is to develop policy that will engender engines of economic creativity. The EU invests heavily in promoting innovation through the public provision of R&D. Is this the magic bullet of innovation policy? Has this investment resulted in innovative regions? If not, what are the place-bound elements that render European regions either "innovation-prone" or "innovation-averse" (Rodriguez-Pose, 1999)?To address these questions, I will examine regional data published by the European Statistical Office in its REGIO database. Using this data, I will evaluate the degree to which the EU has succeeded in stimulating innovation. On the basis of this evaluation, I will seek to isolate the place-bound elements that have enabled certain regions to move from lower to higher levels of innovation.

This paper will contribute to regional development and innovation literatures in two ways. First, it will problematize current EU public innovation policies. Second, it will provide needed insight into the underpinnings of innovation-prone regions. This will yield great value to urban and regional planners as they seek to build communities that can better compete in the global knowledge economy.

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BUSINESS SERVICES, GLOBALIZATION AND PLANNING CONSEQUENCES: EXPERIENCES AND IDEAS FROM THE DUTCH RANDSTAD

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Central Theme

Business services now form a key component of many urban and regional economies, taking up 15-25 percent of employment in many cases. During the past decades, local and regional planners in advanced economies could basically afford to lean back and watch the sector grow and fill the gaps left by the successive rounds of deindustrialization of the 1970s and 1980s. At the moment, however, business services are globalizing at a rapid pace, and growth is gradually moving away from the advanced towards the emerging economies. An increasingly urgent issue for planners and policymakers in especially (but not only) the advanced economies is to ensure that their cities and regions remain attractive sites for the location of the sector's key functions: those of command and control and those related to knowledge development.

This paper contributes to the discussion by addressing the following questions:

Q1: How exactly are business services globalizing? (e.g. in terms of firms' organizational forms, their daily operations, the functioning of markets, the regulatory context)

Q2: In which ways do they continue to depend on local inputs? (here the focus will be on 'knowledge' as the sector's crucial input factor)

Q3: Where lie the opportunities for local, regional and national planners to keep conditions for business services firms – especially their most knowledge-intensive functions – as attractive as possible?

Approach and methodology

Recent literature on globalization and business services will be employed to construct the general framework for answering Q1 and Q2. Some 60 interviews with high-ranking employees of business services firms in the Dutch Randstad will provide the material for more detailed answers to these questions. The answers themselves, in turn, will produce the knowledge that is needed to address Q3.

Relevance

In academic writing and in planning practice business services tend to receive relatively little attention compared to e.g. manufacturing industries and, more recently, creative industries. Yet business services are of great importance for many local and regional economies and, right now, subject to a number of changes of serious consequence. To understand these changes and to see through their planning implications is a challenge no economic planner can afford to neglect.

Key data sources

Interviews with business services firms in the Dutch Randstad (about 60), recent literature on globalization and business services.

Drawn from an almost completed dissertation.

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EVALUATING NETWORKS OF SMALL BUSINESS SUPPORT: LESSONS FROM CINCINNATI, OHIO

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Since the formative years of the United States, small business enterprise has served as the foundation of the American economy, but despite the importance of small business, eighty percent fail within the first five years. Working under the assumption that the larger community benefits from the economic development and diversification that small businesses bring to an area, the goal of this research is to provide insight into existing support in Cincinnati, and, by identifying gaps and overlaps in services, to provide policymakers with a guide on how to more effectively deploy resources to boost the local economy by creating a healthier environment for small businesses.

There are three main perspectives by which small business support can be analyzed: business, public administration, and planning. Analysts from a business background determine the effectiveness of the support services by the measurable improvement in the small business' operations. Public administration specialists analyze support services by the effectiveness of the operations of the programs they offer, and planning specialists evaluate the level of support provided by analyzing the overall services offered for community impact and identifying patterns in support. This research was conducted from a planning perspective and analyzed the patterns of support in Cincinnati, Ohio.

Theme: Using Cincinnati as a typical mid-sized, mid-western city, an inventory was taken of all small business assistance available within city limits. The purpose of this study was to analyze enterprise assistance in a comprehensive manner from a planning perspective. To date, there have been no efforts made to analyze Cincinnati small business support in its entirety. In doing so, this research brings together very fragmented pieces of information into a comprehensive summary of available support in Cincinnati.

Methodology: The research took a mixed methods approach in collecting both quantitative and qualitative data. Interviews were used to gather the majority of the data. Beginning with a preliminary list of small business assistance providers in the City of Cincinnati, a representative from each predominant organization was inter-

viewed and asked to name other eligible service providers, thus creating a snowball effect so that eventually all existing assistance in the city were identified.

Relevance: This method of analysis serves as a model for other cities and regions whose policymakers and planners aim to use resources and policies more effectively to provide a more comprehensive approach to managing the assortment of small business assistance that has arisen in response to local needs.

Data sources: Interviews, agency brochures and websites.

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TIJUANA REINVENTED: REGIONAL DEVELOPMENT AND SPACES OF ARTISTIC CREATION

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The rapid economic and demographic growth of Tijuana has been fertile soil for the appearance of new spaces of social action. The social space formed by the "new artistic scene", in particular, offers multiple meanings for understanding and planning Tijuana. The international and national recognition this social sphere has acquired is starting to produce multiple effects on the city. Most importantly, these artists are transforming the symbols that have defined Tijuana throughout the Twentieth Century. It is interesting to note that this group of artists has been more successful in creating and reinventing an identity for the "New Tijuana" than the new generations of entrepreneurs and politicians whom have remained within the traditional structures of power and whose attempts to change the negative image of Tijuana have completely failed. This paper is based on fieldwork carried out in Tijuana in November of 2005. Sixteen interviews were carried out with individual artists and art collectives using a regional development approach which aims to establish links between intangible and tangible resources in the region. This paper argues that this space of artistic and social action is creating an image for the city that can be taken advantage of by other sectors with agendas for endogenous economic activity and/or alternative political agendas. At the same time, the paper presents information regarding the formation, inner workings and broad economic significance of the artistic space for Tijuana.

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MEXICO CITY AND THE UNIVERSITY CITY: A STORY OF STRUGGLE FOR AUTONOMY THROUGH LAND

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The paper tells the story of the University City, the main campus of the National Autonomous University of Mexico, which has become one of the most important symbols of independence of an institution that is otherwise heavily dependent on subsidies from Mexico's Federal Government. The campus is one of the largest single pieces of urban property, 733 hectares, settled in one of the worlds largest cities, Mexico City with almost 19 million inhabitants, owned by one of the largest universities, with a community of almost one third of a million members. The construction of strong territorial feelings and control over the campus has involved a complex history of property struggle, design achievement, land development and speculation, taxing ambiguities and self regulation of land use. The paper provides an overview of this history, describing how politics and academic purpose combine to create a zone of the city with almost full university self sufficiency of urban services as well as economic and environmental contributions to the city.

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INSTITUTIONS, SPACE AND COGNITION: EXPLORING 'RISK' IN ECONOMIC PLANNING

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The concerns of 'spatial planning' and its socioeconomic implications reflect a half century of regional development policy experimentation. Distinct perspectives of regional development policy, during this exploratory period, have spanned state-centred approaches to regional inequality and its exogenous factors through classicist economic theories of optimal resource allocation to a consideration of alternative models of endogenous development mechanisms and a realignment of state and society through association. In turn, current regional development perspectives largely agree that local and regional policies can not exclude sectoral and

(inter)national political contexts from their design considerations (Maillet, 1998). However, the frameworks within which this current trend of regional development policy perspectives is generated is far from uniform; current debates in economic geography have pointed to the concerns with economic growth and productivity that have outweighed those of 'development' at the expense of a multiplicity of social dynamics operating at different spatial levels (Perrons, 2001) and neglect of the potential contribution of power and politics to intraregional tensions and uneven development (Cumbers, 2003). These theoretical debates largely raise issue with the challenges of governing economic development and translating incoherent economic development approaches and underdeveloped empirical claims into policy and practice (Pike, 2004), while remaining sensitive to the contingencies brought upon by the dynamic inputs from different incidents, people, institutions and strategies (Sotarauta & Hukkinen, 2002). The following paper begins by outlining the debates contributing to the current generation of regional development policy perspectives on governing economic development. These ideas are then applied to a case study of the footwear sector in the Portuguese regions of Tamega and Entre Douro e Vouga, areas that reflect many aspects of the ills of industrial restructuring as well as emergent clusters of economic activity. The paper then explores individual agent behaviour toward overlapping or incoherent sets of government incentives to innovation from multiple agencies in the context of homogeneous spatial development strategies, and the consequential effects on coordinated efforts to address regional and industrial needs.

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CLUSTER FORMATION AND DEVELOPMENT IN INDIA: EVIDENCE FROM THE AUTOMOBILE AND SOFTWARE INDUSTRIES

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Recent studies on industrial agglomerations and clustering focus primarily on the nature and sources of cluster formation, the impact of cluster development on the economic performance of firms and industries, and the mechanisms that connect agglomerations to innovation and regional growth. Across countries, regions, and industries, however, marked differences exist in the patterns of industrial agglomerations. While socioeconomic, cultural and institutional factors may largely explain inter-country and inter-regional variations in the patterns of agglomerations within a particular industry, little is known so far about the factors that explain differences in the nature and sources of cluster formation and development between different industries.

Thus, this paper focuses on the primary clusters in India's two leading industries: automobiles and software. One is in manufacturing and the other in the

service sector, representing the "old" and "new" economies respectively. This paper answers three interlocking questions: 1) What factors explain the formation and growth of industrial clusters in these two industries? 2) How different (or similar) are these factors between software and automobile industries? And 3) what explains these inter-sectoral differences (and similarities)?

These two Indian industries are of particular interest for several reasons. First, both have recently grown remarkably and thus contribute greatly to the Indian economy as a whole. Second, several clusters of these industries have emerged across the country, and some are shared, allowing us to compare and contrast the industry-specific patterns of agglomerations in the same regions. Third, comparing the patterns of these agglomerations should reveal the roles that industry-specific policies play in developing industrial clusters, as these industries share the same broader set of conditions that would affect the formation of clusters. Therefore, this study is particularly relevant for understanding the conditions and policies that contribute to cluster development.

This paper is based on a case study of three key clusters: Chennai in Tamil Nadu; Pune in Maharashtra; and the national capital region (NCR), which includes Delhi and some districts of Haryana and Uttar Pradesh that are adjacent to Delhi. They are the three major auto clusters in India, and have also recently emerged as leading software clusters. This study draws on my extensive interviews with over 70 firms in the two industries. I also analyze the detailed data available from India's most widely cited firm-level database covering over 8,000 Indian firms, and data from various government sources and industrial associations.

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THE UNIVERSITY, THE CITY AND LAND: COMPARATIAVE STUDIES OF UNIVERSITY LAND DEVELOPMENT PRACTICES

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The relationship of the university and the city has become an increasingly popular topic in recent years. In a book on the university and the city, historian Thomas Bender edited an international collection built around the thesis that, while the university in the United States is institutionally rooted in the geography and quite often the ideas of " Anglo-American pastoralism," universities elsewhere are not. For Bender and his colleagues, universities in other parts of the world are decidedly urban instititutions, having far more in common with the history of great cities than with the countryside.

If Thomas Bender is correct, the importance of the university to the development of the city and its land needs to be more clearly recognized. Nowhere is the paucity of scholarship on the university as a truly urban institution more clear than in university real estate practices. This pael reports on a multi-year comparative collaboration among scholars around the world who have developed cases on this

topic. The scholars find that the role of higher educaiton in the land development or real estate process is substantially different in different parts of the world. By undertaking a compartive, case-study of this varied role we not only seek to understand the particulars of real estate practice but also attempt to arrive at a better institutional understanding of the changing role of the university in the city.

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FROM ENCLAVE TO URBAN DEVELOPER: THE UNIVERSITY, THE CITY AND LAND

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The university, either as enclave or institution, is today being buffeted as never before by complex, often conflictive conditions of state (disinvestment and structural devolution), market (new demands for entrepreneurial and urban engagement with private and civil sectors alike) and politics (of contested ethnicities and communal identities) in order to meet its promise in the new global, urban and knowledge economies. This paper introduces each of the panel papers by describing their study of the real estate practices of universities, showing how in each city such real estate practices are both informed by and actively influence the urban state, market and politics in ways that make them important windows through which to view the role of universities in cities throughout the world. This mixture of institutional analysis and case examples sets the stage for the other papers on the panel and asks questions that find their final answer in a post panel discussion on lessons learned, including a reassessment of the role of university as site of knowledge and institution of urban development. Does this dual role require that the university carry extra social and civic responsibility? And does such responsibility take on different meanings in different cities in the world? All this becomes even more interesting in light of the papers final conclusions of new globalizing patterns of land, regulation, markets and state intervention that obtain in the relationship of universities to their urban environments.

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COMMUNITY INDICATOR SYSTEM APPLICATIONS IN NORTHERN IRELAND: INTEGRATING ECONOMIC DEVELOPMENT DESIRES WITH POLICY EVALUATION

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Community indicators can be used as a method for assessing and evaluating progress towards specified local and regional goals. Indicator systems cover the gamut of community – social, economic, political, and environmental factors selected to use in the system. Community indicators are increasingly attracting attention; the appeal is being able to take measurements that provide information about past and current trends in a community or region. These measurements reflect the status of the interplay among all the realms impacting community, regional, or national well being: social, environmental, and economic. This "triple bottom line" information can then be used by planners and community leaders in decisions that impact future outcomes. Although indicators themselves do not provide a model of how a community or region works or how to determine planning choices, they provide information that can be used by planners and others when faced with decisions. While not a panacea, and certainly challenging to implement, indicator systems can provide insight into a regional economy that is more inclusive than relying predominately on economic data. Further, by integrating with other evaluation approaches, an indicator system can serve to provide valuable "benchmarking" to measure progress towards desired outcomes. The central theme of this paper is to present the results of a research project exploring the use of indicators in Northern Ireland, and how they might be used as a tool to evaluate public policy, particularly in the context of fostering desirable economic development outcomes. The region has distinct needs in both the rural and urban contexts, and regional policy approaches are more prevalent there than in the U.S. Northern Ireland has numerous economic development desires and goals, including encouraging technology-based development surrounding its university locations. Several questions guiding this research are: What are the application and evaluation approaches for Universities´ efforts to encourage technology-based development in its service region? Can indicators be identified and incorporated into a broader evaluative framework for gauging progress towards desired outcomes? The research approach is exploratory, using survey and case study methodology, on-site in Northern Ireland. Working with colleagues from the University of Ulster and other institutes, the research is addressed through primary data gathering (surveys, interviews) and secondary data sources such as existing literature and economic, social, and other data. The relevance to planning practice includes exploration of application of an indicator system in the context of economic development evaluation and contribution to the research in this area.

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BUILDING SUSTAINABLE REGIONS: REGIONAL COMPETITIVENESS, SUSTAINABLE COMMUNITY-BUILDING AND KEY WORKER POLICIES IN THE UK

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In recent decades planners have paid growing attention to the mechanisms in and through which states underpin spatial economic development policy. The form and character of state (de)regulation, neo-liberalism, and state intervention have become key areas of debate with some arguing that we now live in an era of 'rolled-out' neo-liberalism characterised by workfare states, a politics of inequality and the prioritisation of 'economic competitiveness' over and above the needs of social reproduction (see Peck and Tickell, 2002). At the same time, however, across Western Europe governments have established a new set of development frameworks in which competitiveness and social cohesion can be brought together through the creation of new, balanced and 'sustainable communities' (Buck and Gordon, 2005; Maloutas, 2003). By creating balanced regional spaces, it is argued, economic policy and planning can deliver new forms of efficient and equitable growth. This paper focuses on regional economic development policy in the UK and the Blair government's recent emphasis on sustainable labour market building and the identification and support of so-called key workers. It examines the ways in which particular groups of workers have been selected for special assistance in order that regional labour markets may become more balanced and functional. Key worker programmes have been underpinned by geographical imaginations focusing on the presence or absence of a supply of defined (and embodied) workers in particular places and their role in the promotion of economic competitiveness and social cohesion. The paper argues that the emergence of key worker strategies demonstrates how and why modern states seek to direct spatial patterns of economic development and the spatial (regional) imaginations that states deploy in order to make policy programmes effective. The potential effectiveness of such policies and their impacts on social and economic policy are also addressed.

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MAKING THE LEAST OF OUR DIFFERENCES: TRENDS IN CANADIAN AND US LOCAL ECONOMIC DEVELOPMENT, 1990-2005

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The proposed paper will examine local economic development policies in Canadian and US cities over the past 15 years. The analysis is based on surveys conducted in 1990, 1994, 2001, and 2005, of cities over 10,000 population in the two countries. These panel data allow for assessment of change versus stability in overall approach toward economic development and whether cities in the two nations are converging or diverging in their approaches to development over time.

It is expected that economic development priorities in both US and Canadian cities will have remained relatively stable, focusing most heavily on traditional economic development strategies (Whelan, 1989; Leo and Fenton, 1990; Savitch and Kantor, 2002), despite recent research calling for more entrepreneurial, amenity-focused or culturally-based policies (Clark, 2002; Florida, 2002). Still, extant research has identified different patterns in policy approaches in the two nations, with US cities manifesting a more passive government role that relies on traditional financial and infrastructure incentives. Canadian cities, on the other hand, have

manifested a more active public sector role through partnerships that required an active professional staff and the implementation of a more entrepreneurial policy approach (Reese and Fasenfest, 1996; Reese and Rosenfeld, 2004). Further, differences in planning traditions in the two countries appear to have resulted in more goal-directed behavior among Canadian cities reflected in their more careful and focused choices among economic development policies (Cullingworth, 1993; Hodge, 1998; Sancton, 2000; Reese, forthcoming). US cities, on the other hand appear more likely to use planning as a justification for a wider, less-focused array of development policies. In other words, Canadian cities appear more strategic in their development activities (Reese, forthcoming).

The data allow for an assessment of whether these differences are continuing and provide the basis for projections about the future of local economic development in the two nations with a focus on the following specific research questions:

What have been the trends in local economic development policy in cities in the US and Canada over the past decade and a half?

Have cities in the two nations become more similar or different in their approaches to economic development?

Does it appear that cities are, over time, strategically focusing on amenities, high tech, or the arts to promote economic development based on culture class arguments?

To what extent have global economic trends and policy diffusion affected local economic development policy in Canada and the US?

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AN EMPIRICAL ANALYSIS OF INDUSTRIAL CLUSTERS IN PUERTO RICO: 1980-2000

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The paper presents an empirical study of Puerto Rico's economic-spatial configuration during the period 1980 to 2000. To understand Puerto Rico's configuration of industrial clusters in terms of employment and value-added, several standardized indexes have been calculated to identify industrial concentration (clustering) in two or more adjacent municipalities. The indexes used were the Location Quotient, the National Averages Index, the Employment Index, and the Wage Index. Each of these indexes was estimated for the major two-digit SIC sectors present in Puerto Rico's 78 municipios. An empirical analysis of these indexes and other municipal

socio-economic indicators allowed for the identification of regional industrial clusters during the study period. Three types of clusters are identified: emerging, maturing and declining. The findings point to a shift in the Puerto Rican economy from manufacturing to service (postindustrial) industries.

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URBAN COMPETITIVENESS IN MEXICO

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Specialised literature akcnowledges the fact that territorial competitiveness is determied by a series of factors called competitive advantages, meanwhile its effects or results are linked to changes in the levels of local productivity, transformations in the urban labour market an enhances in the quality of life of the resident population.

The purpose of the abstract is to analyse the competitive performance in manufacturing of the largest cities in Mexico in the period from 1980 to 2003, years marked by national economic crisis and change in the economic model, from that period based on trade protection and import substitution, to this period of globalisation, trade liberalisation and economic deregulation.

In order to study the competitive performance in the national urban system for the manufacturing sector, the abstrcact will include the design and implementation of a quantitative mesaure of urban competitiveness, using information of the economic census, and for the 56 largest cities in Mexico whom have 250 thousand inhabitants and more in 2000.

The relevance of the work to planning education and practice wil be the findings that could be agree with theoretical positions in which hold that a city's competitive position is positively related with the increase in productivity and with the dynamics of the labour market; linked aspects with the local economic growth, so it could be draw some policy actions into local government in order to promote urban economic growth.

The key data sources will be the national economic census from 1981 to 2004. This publications offers information about number of establishments, occuped personal, salaries, production and added value in a municipality scale. The study will cover the manufacturing sector.

My academic and practice experience in the field of territorial competitiveness include the publication of a book in 2003 about urban competitiveness in Mexico, four articles related, the advise to the government of Nicaragua in territorial competitiveness for its development national plan, and my participation in the Urban Competitiveness Project, a group of academic researchers from China, Mexico, the Eurepean Union, Canada and the United States whose ultimate objective is to make municipal leaders more able to enhance the competitiveness of their metropolitan regions and thereby to improve the economic futures of the residents of these regions.

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INNOVATIONS IN LOCAL LEADERSHIP AND ECONOMIC REFORM IN THE MEKONG DELTA OF VIET NAM

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Over the past 20 years Viet Nam has implemented a series of market reforms intended to gradually transform the country from a centrally planned economy to a limited market oriented one. This set of reforms, called Doi Moi (Arkadie and Mallon 2003), has led to major changes in the relationship between national, provincial, and local government institutions. This paper examines the local effects of Viet Nam's Doi Moi policy through three projects in the Mekong Delta. The first is privatization of land in 1993 and the impact that had on agriculture and environmental conservation, the second is the local privatization of water services in 2000 and the ability of newly-independent municipal governments to finance necessary new infrastructure, and the third is privatization of industry and the legalization/promotion of small enterprises in the catfish and shrimp fisheries sector in 2000. These related processes of privatization in land, urban services, and the economy have led to significant improvements in agricultural productivity, water and sanitation services, and livelihoods. Nevertheless, distribution of these benefits is uneven, and local leadership faces new challenges as they adapt to the unintended consequences of long-anticipated market reforms. The cases highlight common issues regarding recent efforts to decentralize and privatize in Viet Nam. In particular, each case illuminates how local officials, once freed of directives from the central ministries, gain improved decision-making authority, scramble to patch together innovative financing mechanisms, and experiment with new local state-led entrepreneurial activities. The paper will document some of the ways that Viet Nam's local leadership is learning from these new situations arising from decentralization, and in doing so can provide scholars, policy makers and planners much-needed local information on how national reforms are interpreted and implemented at the local level in the Mekong Delta. All three case studies draw on extensive interviews conducted through the author's field work in 1994, 2003 and 2005.

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NEW INDUSTRIAL SPACES, COLLECTIVE PROVISION AND COMPETITIVENESS

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High-tech new industrial spaces have been seen as the course of new institutional modes of wealth creation in a period of economic and political restructuring. They are subject to powerful forces of agglomeration around clusters of work in the 'new economy'. In this respect, processes of economic growth and globalization are being reconstructed through what amount to quite distinctive national and sub-national modes of regulation comprised of new forms of collective provision, labour control, and environmental governance. These areas, driven by processes of high-tech production and consumption, are often centred upon city-regions of former economic hinterlands. Key locations factors include linkages to external economies, specialized business services and destination spaces rather than solely on more tangible considerations such as operating costs and rents. Quality of life is also a core component of new economy spaces and has propelled the economic success of these spaces. However the same competitive forces that unite to make these new economy spaces into exemplars of new territorial forms are wrought with internal contradictions and conflicts. Not the least of these is the need for local political elites to secure the economic fortunes of their locality, to ameliorate the negative ecological consequences of growth, and to ensure the preservation of nature and cultural amenities, while preserving social equity. If the amenities that have attracted both firms and individuals to these places are spoiled it could endanger a place's competitive advantage. In these new industrial spaces, the environment and demands on other collective goods and services (housing, transport, community facilities etc.) have emerged as a factor that, in a similar fashion to creating the conditions of continuous economic growth, must be 'managed'. In this paper we draw upon case studies of new industrial spaces in Europe, the USA and Asia to illustrate some of the debates around economy, environment and the collective provision demands of new industrial spaces.

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CULTIVATING UNIVERSITY-INDUSTRY LINKAGES: THE CASE OF CHINA

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Evidence in industrialized countries shows that universities can supply the crucial underpinnings of dynamic industrial clusters within metropolitan regions. In the past two decades, strategies for enhancing research and innovation capabilities have come to occupy a more important position in China's development policy as the country moves to catch up with the west. A key component of its reforms in the national innovation system is the promotion of university-based research and technology transfer. As universities gain greater autonomy, they are adopting distinctive approaches to licensing academic research and managing industrial linkages.

The primary purpose of this paper is to examine the interactions between two elite universities in Shanghai (Fudan University and Shanghai Jiaotong University)

and the metropolitan economy. The paper will characterize the scale, nature and disciplinary span of research conducted by the two universities, and the evolution of their research focus. It will analyze to what extent and under what conditions have these universities themselves promoted the growth of collaborative local and international networks to encourage ties between business and research. The paper also will analyze key institutional changes within the universities and policy changes at local and national levels that have allowed more engagement with the local economy. In addition, the paper will address the impact of universities' engagement with the business community on the academic tradition.

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URBAN REDEVELOPMENT FOR HISTORIC TOWN TO ATTRACT THE RETIRED: CASE OF BEDFORD, PA

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Aging has become a common social phenomenon in most developed countries, especially in Japan and European countries. In the U.S., accompanying suburban sprawl and job outsourcing, some old towns are facing the challenge to attract new immigrants, while losing young population and having increasing proportion of elder population. This phenomenon can be traced by the demographic data in the Census. However, it is often the impact of the flow of young people on urban development that caught attention, while not the impact of the flow of old people. It is often taken for granted that, only young people are mobile, but not elder people.

However, in my field study of a historic town, Bedford in Pennsylvania, I noticed the flow of old people. As a comparatively successful case of urban redevelopment and historic preservation, Bedford is continuously attracting retired population from cities around it. This also stimulates the local economic development of Bedford. Based on the analysis of the U.S. Census data of Bedford Borough and information from communication with local people and the municipality government, this paper examines the reason why Bedford is attracting new immigrants besides tourists, the characteristics of this population transfer, and its impact on local urban revitalization and economic development. The advantages of urban redevelopment of old town instead of new green field development will be discussed in different dimensions, including ecological, economic and social. Policy suggestions for urban redevelopment of historic towns will be discussed thereafter.

This paper is aiming at the urban revitalization of old towns in the U.S., while some results can also be applied to urban redevelopment practice in other countries. For example, China is facing rapid urbanization with new immigrants from rural areas to cities and from small towns to big cities, which are challenges for urban redevelopment of old towns in this biggest developing country. Tourism development and transformation of industrial structure are not the only ways to deal with these challenges. The study of Bedford in this paper will contribute to searching for feasible ways to stop the deterioration of old towns while keeping their cultural identity and community atmosphere. Certainly, different cultural background and economic development level have significant impact on the different paths for urban redevelopment of historic towns in different countries and regions.

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"no connection" between my proposal and my doctoral dissertation.

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TRACK 18: Healthy Cities

CHALLENGES IN PLANNING FOR HAJJ, THE ANNUAL MUSLIMS PILGRIMAGE TO MECCA

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The five Pillars of Islam form the framework of Islamic life and represent the five actions a Muslim must fulfil to achieve salvation. The annual pilgrimage to Mecca — the Hajj – is the fifth pillar of Islam and is considered the most significant manifestation of Islamic faith and unity. It is an obligation for those who are physically and financially able to perform it at least once in life. It happens every year during about a week, from 8th to13th of the twelve-month of the lunar calendar, and as a result about 2-3 million Muslims perform Hajj annually. Unfortunately, in recent years, serious problems during Hajj, resulting from overcrowding, have caused the loss of lives.

This paper addresses the planning challenges, short and long terms in the preparation for Hajj. It dwells on the difficulties of dealing with the event. Hajj is a series of spatial-temporal activities involves hosting, serving, and transporting pilgrims to Mecca then to the Holy Sites of Mina, Arafat, and Muzdalifah, and then back to Mina and Mecca in about a week. Pilgrims come from over 180 countries and speak over 80 languages. The paper discusses causes of tragedies and potential measures to increase pilgrims' safety. It tackles the challenges of doing mega-scale planning where seemingly insignificant decisions could result in profound impact. It also addresses the complexity of decision-making process in the operational and political realms.

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Note: As I am sketching out this paper I do not have references for it at the present. Most of the data are collected by the author and that will be the core of the paper.

ASSESSING THE FOOD ENVIRONMENT OF ADULT FEMALE PUBLIC HOUSING RESIDENTS IN HARRISBURG, PA

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The goal of this study is to determine whether there is a community food security issue with respect to adult female public housing residents in Harrisburg. Community food security is defined by the Community Food Security Coalition (CFSC) as "a condition in which all community residents obtain a safe, culturally acceptable, nutritionally adequate diet through a sustainable food system that maximizes community self-reliance and social justice." In the context of the existing obesity epidemic in the United States, the availability and affordability of nutritious food at the neighborhood level is of great significance, especially with respect to minority

populations (like African-Americans and women) that bear a disproportionate risk of chronic health problems associated with obesity.

The study consists of three major components: 1) assembling base line data regarding the nutritional status of the target population through a validated survey instrument, 2) collecting information regarding the perceived barriers to having healthy, nutritional food for the target population through a series of focus group interviews, and 3) refining and utilizing a food assessment instrument to assess the affordability and availability of nutritious food at the neighborhood level.

This study is based on three public housing sites for non-elderly families in the city of Harrisburg, PA: 1) Hall Manor, 2) Hoverter Homes and 3) the cluster of Smith/Howard Day/Hillside Village Homes. A face-to-face interview format is being used to collect nutritional data through the validated Block fat, fruit and vegetable intake screener (Block, Gillespie, Rosenbaum, & Jenson, 2000); while focus group sessions have been conducted at each of the three public housing sites. The development of the food availability/affordability instrument is being guided by the USDA Community Food Security Assessment Toolkit and the CFSC's guide to community food assessment . This instrument will enable the assessment of the availability and affordability of nutritious food at the neighborhood level with reference to the three specific neighborhoods under investigation. Results of the dietary intake screeners, focus group sessions, and the food affordability/availability instrument will give a holistic picture of community food security issues with respect to adult female residents of Hall Manor, Hoverter Homes and Smith/Howard Day/Hillside Village Homes. Analysis of the data will lead to the identification of objective and perceived barriers to having a healthy diet for adult female public housing residents in Harrisburg, PA. The results of this study will be shared with the Harrisburg Housing Authority and discussion of the results with the community will suggest directions for improving the food environment of these communities

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RELATIONSHIP BETWEEN URBAN SPRAWL AND WEIGHT OF U.S. YOUTH

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In the United States, the prevalence of overweight and obesity has been on a steady rise in all gender, age, race, and education subgroups for the past several decades. For example, over the past three decades, obesity has more than doubled for preschool children ages 2 to 5 years and adolescents ages 12 to 19 years, and has more than tripled for children ages 6 to 11 years. The health effects of obesity are severe and lifelong.

To date, relationships between the built environment and body mass index (BMI) have not been evaluated for youth and have not been evaluated with longitudinal data. Using data from the National Longitudinal Survey of Youth 1997 (Rounds 1 through 7), we conducted both cross sectional and longitudinal studies of youth obesity. Hierarchical modeling was used to relate characteristics of individuals, households, and places to BMI. U.S. counties within metropolitan areas were the settings for this study. A county sprawl index, derived with principal components analysis from census and other data, was the independent variable of interest. We controlled for a wide range of socioeconomic and behavioral covariates. In the cross sectional analysis, the likelihood of U.S. youth being overweight or at risk of overweight (at or above the 85th percentile relative to CDC growth charts) was associated with county sprawl ($p = .023$). The strength of the relationship was comparable to that previously reported for adults

In the longitudinal analyses, BMI growth curves for individual youth over the seven years of NLSY97, and BMI changes for individual youth who moved between counties, were not significantly related to county sprawl. It is unclear why these approaches give different results, but refined measures of urban form, better accounting for diet and physical activity, more consideration of residential preferences, and more complete control of individual and environmental influences on weight of youth might help explain these differences.

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FROM URBAN NOISE TO THE CONCEPT OF URBAN SOUNDSCAPE

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Noise pollution is one of the environmental problems that humanity confronts nowadays; cities are experiencing a significant increase in the levels of acoustic pollution. Different studies carried out during the last decades have shown that noise affects people´s health and well-being, producing physical and psychological effects, but such impacts depend on the objective and subjective conditions existing in each case.

The aim of this work is to review and discuss the evolution of noise assessment in urban environments. Emphasize is given for open public spaces, an important element of urban areas. It is considered in this work that a significant aspect to

achieve healthy and comfortable environments is the human factor, i.e., the subjective perception of sound should be taken into account.

Two main approaches have been followed in the study of urban noise: traditionally, numerous field surveys have been conducted to measure the noise levels in a space of interest. In this case the process is time consuming and it is very dependent on meteorological conditions. The second approach is about noise prediction methods for various environmental sources (industry, road traffic, and aircraft), it has been developed to quantify sound levels at receiving points.

In order to achieve an appropriate sound urban environment, regulations have been implemented based on sound levels, and allowed maximum levels are established. It will be discussed in this work that evidence suggests that just reducing noise does not necessarily lead to better acoustic comfort in urban spaces; it is vital to study the users' perception of sound in relation to physical parameters in order to provide appropriate advice for creating comfortable environments.

It will also be discussed a relevant tendency in urban acoustics: soundscape research. It takes a more holistic approach, including positive and negative aspects, and more attention is given to the sound environmental design rather than simply reducing noise. The soundscape is seen as an integral part of the urban living environment, thus it accounts for the relationship between the individual experience and subjectivity with a physical and socio-cultural context.

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HEALTHY COMMUNITIES THROUGH A LOCAL URBAN DESIGN INITIATIVE

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A rapid growth and urbanization over the past several decades in South Korea has resulted in massive urban developments with excessive densities. Open spaces have literally disappeared in many cities, and urban health has declined to cause serious physical and mental health problems among urban residents. While increasing awareness suggests that bringing open spaces back into the cities is a key to address the long-term health of urban communities, political initiatives and actions have been lagging behind. This paper introduces an innovative, local urban design initiative that has contributed to providing open spaces in high-density urban communities. This initiative, started in the City of Daegu, has now been spreading out to many cities in South Korea including Seoul, Busan and Inchon.

This 10-year-old initiative is called "Dam-jang Huh-mul-ki," meaning removal of walls. It involves demolishing walls and tall fences around various public, commercial and residential properties, and converting the area to linear open spaces with

pocket parks. A total of 345 projects are now completed in Daegu, improving visual quality, wildlife habitats, and positive walking experiences for children and adults. Because these projects are naturally located in areas that are highly accessible and visible from the streets, they conveniently serve as popular recreational and social gathering spaces. This movement is unique due to various additional reasons: a) active citizen participation and public-private partnerships, b) positive health and social outcomes, including increased sense place/community and residential satisfaction, shown through various surveys and empirical studies, and c) applicability to other communities.

This paper is a case study with an empirical investigation into the potential benefits of this urban design initiative. It first introduces the historic background, organizational and administrative structure, evolution, and current status of this movement including different forms of adaptations in other cities. The paper then discusses its significance as a local effort to create healthy communities, and as a citizen-driven initiative that also successfully gained public sector support and partnership. The empirical investigation includes a person-to-person interview of 114 residents living in the two neighborhoods where the majority of the completed projects are located. The interview was conducted during the summer of 2005, and yielded a response rate of 98%. The survey included five topics: physical, psychological, social, environmental and economic factors that contribute to healthier communities.

This paper reports findings from this survey, confirming this initiative's contribution to creating healthier communities. It discusses key urban design principles and organizational and procedural structure of this movement that can be applied to other cities. It concludes with lessons learned from its experience in Daegu, and suggests directions for future developments and applications in other high-density urban communities.

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ONE PUBLIC, TWO HEALTH SYSTEMS: HONG KONG AND CHINA, INTEGRATION WITHOUT CONVERGENCE

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This paper will explore the political dimensions of public health between the Hong Kong Special Administrative Region and China under the one country, two systems formula. Enshrined in the Basic Law in 1997, it is the modus vivendi for Hong Kong's reintegration with the mainland ensuring that Hong Kong will retain its capitalist system and lifestyle for fifty years including its health care system. In effect, it is the legal framework defining the relationship between the SAR (the city) and the Chinese state. Recently, this modus vivendi has been challenged by cross-border public health crises with global impact such as HIV/AIDS, the newly emerging H5N1 (bird flu) virus and SARS, as well as escalating crises in food safety of pork, fish, and other products imported from the mainland. Other issues focus on divergent health care governance including financing, health care delivery as well as questions of equity or 'right to health' all of which have precipitated a perceived need for a reformulation of the principle. Since the one country two systems concept was originally devised with Taiwan in mind, the Hong Kong experience will have a far-reaching impact on an important aspect in the future of the one China policy of the PRC.

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INFRAESTRUCTURA SANITARIA DE ASENTAMIENTOS INFORMALES: EL CASO DEL BARRIO LA PALOMERA, CARACAS, VENEZUELA.

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Uno de los propósitos más relevantes de la Agenda 21 tiene que ver con reforzar la higiene ambiental en áreas urbanas mediante programas y proyectos que promuevan la utilización racional del agua. Estos programas y proyectos se refieren a ampliar y mejorar las redes sanitarias, a educar a los ciudadanos para reconocer la importancia del agua para la salud, valorarla como un recurso escaso y a destacar la responsabilidad de los ciudadanos como usuarios de los servicios sanitarios; también se refieren a establecer tarifas de consumo y mecanismos económicos que hagan viable la dotación y operación de estos servicios. La responsabilidad para alcanzar este propósito recae en las autoridades locales, con el apoyo técnico y económico de los gobiernos nacionales (United Nations, 1992).

En este orden de ideas, la ponencia se refiere a las redes de agua potable y alcantarillado sanitario del barrio La Palomera, un asentamiento informal localizado en el Área Metropolitana de Caracas, cuya extensión es de 12 hectáreas y donde habitan unas 6 mil personas. Las redes actuales han sido auto-construidas por los habitantes, con fuertes limitaciones de diseño y construcción que impiden un funcionamiento adecuado, por lo cual el servicio actual es muy deficiente, afectando las condiciones de salubridad. No existe ningún mecanismo de cobranza, por lo que el consumo de agua potable engruesa el registro de "Agua No Contabilizada", uno de los principales problemas de prestación del servicio de agua potable y saneamiento en Venezuela (CEPIS. OPS. OMS, 2000).

Siguiendo los postulados de la Agenda 21 y de la Agenda Hábitat (UN, 1996), este asentamiento fue objeto de un Plan Especial para su habilitación física en el año 2004, propiciado por la Alcaldía de Baruta, con el apoyo del Ejecutivo Nacional de Venezuela. En el Plan los habitantes señalaron como obra prioritaria el mejoramiento de los servicios de agua potable y saneamiento; posteriormente la Alcaldía contrató la elaboración de un proyecto de mejoramiento de estas redes que implica una importante inversión en infraestructura y un cambio de mentalidad por parte de los habitantes para asimilar su responsabilidad como usuarios.

La revisión de esta experiencia, a la luz de los postulados de la Agenda 21 y de Hábitat + 5, permite identificar los principales puntos de interés para lograr el propósito de elevar las condiciones sanitarias de vida. En la ponencia se discutirán las implicaciones técnicas, económicas, sociales y políticas de realizar mejoras a estos servicios sanitarios de infraestructura hidráulica, con el propósito de intercambiar experiencias y lecciones aprendidas de este tipo de intervenciones. Desde el punto de vista de la educación para la planificación urbana, este trabajo insiste en que el

abordaje de problemas de salubridad requiere el tratamiento de aspectos técnicos, legales, económicos y sociales que deben formar parte del conocimiento de los planificadores urbanos.

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IMPROVING QUALITY OF LIFE IN LARGE URBAN DISTRESSED AREAS - INTERDISCIPLINARY ANALYSIS OF ISSUES AND STRATEGIES TACKLING URBAN DECLINE

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Urban distressed areas are generally seen as a threat to social cohesion and sustainable development in cities all over the world. They suffer from an interlocking mix of social, economic, internal urban structural and environmental problems, sometimes exacerbated by low community and institutional capacity as well as lacking social capital that discourage investment and the creation of jobs, and encourage social exclusion.

However, urban distress is not a new topic. It has been the focus of considerable scientific and empirical work over the past four decades. In spite of this, according to OECD and other studies, 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 all over Europe has initiated and over the past three years conducted a project on how to improve quality of life in large urban distressed areas (LUDA). LUDA is a research project of key action "City of Tomorrow & Cultural Heritage" within the Fifth Framework Programme of the European Commission.

The LUDA project is lead by the Dresden based Leibniz Institute of Ecological and Regional Development and brings together eighteen cities as well as ten research institutions and non-governmental organisations from eight different European countries in an interdisciplinary way.

The overall goal of the project has been to contribute to the improvement of the quality of life in large urban distressed areas by providing a systematic strategic planning and development approach in order to reach a turning point of development based on local action. The leading question has been how an integrated strategic process of sustainable regeneration and development for large urban distressed areas with a complex set of problems, rather vague development perspectives and high public pressure for rapid improvements can be initiated and better managed.

The paper present results of the project related to prospects of sustainable development in a multidimensional way with regard to economy, environment and social development. It takes up major issues and provides an overview about practical results and theoretical considerations regarding quality of life aspects within the framework of urban regeneration efforts.

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For more detailed information about the project please refer www.luda-project.net

SLUMS, RESIDENTIAL SEGREGATION, AND CHILD MORTALITY: EVIDENCE FROM NAIROBI, KENYA

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It is well recognized in the literature that neighborhood environment has a fundamental impact on the health and well-being of urban residents. This is also true for Nairobi, where most urban residents have fallen in poverty trap and four in ten are now slum dwellers. Empirically, the child mortality rate of Nairobi is closely related to the concentration of slums: in the slum area, 65 died among every 1000 children, which is 1.3 times higher than the city as a whole. However, as correctly pointed out in literature, the existing studies provide litter empirical evidence about the underlying mechanism through which neighborhood environment influences health outcomes. Therefore, intensive examination of key features of the neighborhood affecting public health will form the foundation for an appraisal of the broad classes of public policies now being deployed to upgrade community health and to develop the neighborhood.

To that end, the key question that will be addressed in this study is to investigate the health consequences of living in a slum or segregated community, or both, by taking Nairobi as my prime case. Here the health consequence is operationalized as the child mortality rate of a place.

Past studies of this subject have been largely cross-sectional, examining a thin overlay of relatively few attributes across multiple cities. This study takes a different approach, examining one city and spatial variations within it, drawing upon an extremely rich variety of critical attributes. The main data source for this study is a 5% sample undertaken in the Kenyan Population and Housing Census of 1999. The sample has more than 100,000 individual records with over 80 variables measuring physical, social, demographic, economic, and health conditions of urban residents. Moreover, a supplemental survey dataset was collected by UN-HABITAT and the Kenya government in 2002 to classify Nairobi's 4700 Enumeration Areas (EA's) as "slums/non-slums". These attributes are arrayed across an extant GIS database featuring 110 sub-locations within the City.

Through recoding and aggregation, I built a cross-sectional regression analysis to separate the effect of living in a slum from the effect of living in an area residentially segregated into slum EAs/non-slum EAs. Their combined effect on local health outcomes will then be operationalized in relation to the child mortality rate.

The findings will have an important implication for public health and anti-poverty and anti-slum policies. the neighborhood effects of slums and residential segregation on local child mortality rate are statistically significant with negative correlations, and so is their interaction term. This finding implies a new policy prescription for the slum eradication: de-segregating slums from non-slums, which is effective at least from a health perspective.

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RELATIONSHIPS BETWEEN THE TYPOLOGY OF THE URBAN FABRIC AND THE URBAN LIFE PATTERNS

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The aim of this paper is to analyse the existing relations between the typology of the urban fabric and the urban life patterns that can be observed in it, where the typology is given by the network of public spaces and the location of urban functions. The research is based in a methodology developed by the authors, which identifies the relationships between the urban and environmental factors that contribute more to the livelihood of the area, in order to promote it, stimulating people to stay there, and where optional and social activities take place.

The case study is about the newest urban development in Lisbon, a modern urban area conceived with a human scale within a traditional grid pattern of medium-sized blocks. All the spaces designed for public use in the mid-nineties are already in place, offering excellent conditions for its appropriation by the population. Furthermore, the study area shows a diversity of spatial and environmental contexts. All these factors justify its selection as case-study for evaluation of the contribution of the urban and functional structure to generate urban life as well as to analyse the importance of the public space quality in the promotion of public life.

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REDUCING DISASTER RISK: INVESTING IN PLACE, PROCESS AND PEOPLE

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The number of disasters continues to increase throughout the world. The larger the disaster event, the more it reveals how society prepares its people and its public and civic organizations to respond to the impact. This has led to a change in thinking on how to design and to construct disaster resistant communities and why new investments in place, process and people are needed. Four disaster mitigation strategies: location, design, institutional, social/civic are presented that form a risk reduction planning framework.

In the US, the average number of declared disasters has risen from 20 per year in the 1960´s to 30 per year by 1990 to over 45 per year by the end of the century. Globally, during 1980-2000, seventy-five percent of the world´s population lived in areas affected by earthquakes, tropical cyclones, hurricanes, floods, or drought..

Research has shown that the risk reduction problem is a combination of natural and social condition, deminstrating the need to develop methods to apply "hard and soft counter-measures" tailored to local hazards. The integration of risk reduction into land use, public facilities, and infrastructure decisions calls for a continuous process conducted across all phases of constructing the built environment. Integration of effort is always superior to segmentation of effort because more information is shared among stakeholders through integration than segmentation.

This paper examines a framework containing four main strategies linked to the three investment categories. Investment in place is addressed by strategies based on location of people and buildings and design requirements. Investment in process involves institutional strategies relfected by laws and programs. Investment in people is addressed by social/civil engagement strategies. People investment seeks to implement part of the 1994 Yokahoma Strategy and Plan of Action for a Safer World. Location actions address where to place, or not to place, people and buildings with regard to a particular type of hazard, through actions such as land and property development, acquisition, and relocation. Design strategies focus on how to construct buildings and infrastructure that are disaster event resistant. Institutional strategies are those that involve regulatory procedures, fiscal policies and laws that encourage or require mitigation planning and adherence (complete or partial) to necessary codes and administrative procedures. Social/civic strategies involve the education of people and local organizations so that they might participate self protection. Gender issues are examined. Each strategy is analyzed in terms of disaster risk reduction and lowering disaster impacts once they occur. This paper is informed by recent disaster prepardness experience in the US, Latin America and the Pacfic Rim.

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CHILDREN´S HEALTH AND COMMUNITY DESIGN: EXAMINING THE ROLE OF FAMILY-SCHOOL-NEIGHBORHOOD NEXUS IN PROMOTING ACTIVE TRAVEL TO SCHOOL

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Children are recognized as a critical user group especially dependent on the amenities and facilities in their immediate surroundings. Thus enhancing environmental and social opportunities and accessibility to them are crucial elements in the planning and design of child-friendly neighborhood. Although how children understand and experience their living environment has been a topic of interdisciplinary interests for some time, the prevailing notion of childhood which imagines children as a particularly vulnerable, incompetent, and thus dependent being however has

pushed us in the direction that overlooks what children are capable of doing and being. Therefore, children´s needs have not been well reflected in planning and public policy decisions.

During the past two decades, we have witnessed a rapid emergence of interests in children´s lives and well-being in an increasingly urbanized society. Especially, concerns over a sedentary lifestyle have generated an array of policy, planning, and design issues, calling for creating environments that support health promotive activities. To promote children´s physical activity, increasing the proportion of trips to school made by walking and bicycling is now recognized as one of the national health objectives. However, as school siting and funding polices have continued to encourage building large new schools in sprawling locations, school´s role as the center of community with coterminous physical and social boundaries by and large has become obsolete.

The disconnection between school and community can have far-reaching impacts on school children whose daily lives revolve around family, school, and neighborhood. One significant impact is the transformation of the ways in which children travel to school. A growing auto-dependency in school travel has led to a variety of initiatives that call for 'safe route to school´ with necessary environmental and social supports. Proponents argue that increased neighborhood walkability will promote children´s active travel to school, while stimulating a greater sense of community. Unfortunately, little research exists to comprehend the role of physical, social and psychological factors and their interconnectedness within family-school-neighborhood nexus in promoting children´s active travel to school. The study thus examines the neighborhood social and physical environment and how they affect the propensity to walk to school.

This paper will first develop a conceptual framework that can guide the planning and design of child-friendly neighborhoods which ensure a healthy learning environment for children. Based on the proposed conceptual framework, this paper then will present the preliminary findings of a case study, conducted at ethnic neighborhoods in the inner city Los Angeles. Ultimately, the study expects to contribute to our understanding of childhood environment in stimulating healthy and educative activities and more broadly, children´s quality of life.

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TRACK 19: Rural and Regional Planning and Development

THEORETICAL DEFICIENCY IN RURAL PLANNING IN IRAN

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Various rural development plans have been executed during the past decades in Iran. Billions of petro-dollars have been injected to the country's economy.

After the establishment of the Islamic Republic, various plans have been approved and executed in the forms of popular planning, justice oriented and independence oriented planning. Many efforts have been done in relation to rural land use, rural road construction, rural housing, supply of healthy drinking water and rural electricity. In spite of these efforts, about two million of rural population have immigrated to urban centers during the 1986-1896 period. The trend of rural passive migration also increased in terms of passing time. The population of cities with more than 100,000 inhabitants has increased from 53 percent of the total urban population to 69.5 percent during 1956 to 1996. Rural development indices in the country show the underdevelopment of rural society. Thus, the main question of this research is to understand the main effective factor in maintaining underdevelopment of rural society in spite of so many efforts and investments . This paper tries to survey the current.

shortcomings in rural planning in Iran from the theoretical point of view . Its basic hypothesis is as follows: "Rural underdevelopment of Iran is basically generated by failure to reconstruct a theoretical perspective in rural planning".

This hypothesis derives from the assumption that the process of development in any given society is generated within a theoretical framework which comprises three categories of scientism, humanism and futurism.

This paper attempts to examine the validity of its hypothesis by using a set of variables- including the beliefs of people to those three categories (scientism, humanism and futurism), the share of rural area in national income, the settle of creative population in rural areas, accessibility of rural population to educational system ,including university, the supply of drinking water, medical facilities, accessibility to job skills and creative jobs.

Research data are based on document analysis in rural area of the country and case studies in 30 sample villages (using fieldworks, observation and interview in various provinces). Collected data are analyzed according to a comparative study of the areas under investigation.

The result shows that the lack of a theoretical framework in rural development planning is the main factor in underdevelopment of Iranian rural life.

This paper attempts to add a new definition to the already existing definitions of rural development planning. This new definition can be used in rural development planning, especially in third word countries.

Key words: rural planning, theoretical deficiency, Iran, rural underdevelopment.

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COMMUNICATIVE PLANNING IN RURAL AREAS

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Traditionally rural areas in Norway have been homogeneous, dominated by families connected to agriculture, fisheries and other primary production and also well organized with common organizations, arenas and communicative processes. Communes in rural areas was small (500 – 5000 inhabitants) and with high political legitimacy. The up-building of the welfare state and economic growth has changed rural areas and rural communities. Families that get a majority from primary production are a minority in most communes. Income from public services, manufacturing industries, commuting to urban centers, the oil industry, pensions and welfare insurance as well as in- and out-migration has fragmented interests and social life in most communes. Merging of communes into bigger units to be more efficient welfare providers have increased these challenges – there are no longer common organizations, arenas or networks that include all inhabitant in common civil society based decision-making processes in most rural communities. For years we have tried to develop and implement communicative planning processes and models to reduce rural political and social fragmentation and with some success.

The method in this paper is to analyze such processes and, built on evaluations and other material, to try to conclude on further development of such approaches. The first part of the paper will examine the challenges in rural areas in Norway and other equal countries and, by help of international research, to try to identify major challenges that are relevant regarding communicative and collaborative planning and decision-making processes. In the second part I will describe communicative planning models used in Norway related to international planning theory and models. These approaches are mostly connected to community development and development of industries/jobs. In the third part I will shortly describe characteristic cases and the experience and results connected to processes (planning approach) and implementation of tasks. In the final part I will conclude by describing how the use of communicative planning models in rural areas can be improved regarding:

- Mobilization and participation of inhabitants and other important stakeholders in vision-making, development of strategies, implementation and learning.
- Organization and implementation of strategies and tasks
- Implementation
- Evaluation and learning as important processes to create new and increased mobilization and participation.

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PROTECTED AREAS IN TRANSITION: TOWARDS RURAL DEVELOPMENT IN SCOTTISH NATIONAL PARKS

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National parks have been a central component of UK countryside policy since 1949. Yet, they have only recently been introduced to Scotland. Although, national parks in Scotland display many of the features found in England and Wales, they are the product of a very different developmental heritage. Whereas national parks in England and Wales have evolved out of the pursuit of a dominant conservation and recreation ethic (Caffyn and Prosser, 1998), Scottish national parks have been established with a view to combining environmental management with local rural development. This shift in perspective has been informed by the need to overcome tensions between 'parks' and 'people' in areas of natural heritage value and the emergence of sustainable development as a construct for national park management (Dower, 1999).

The enabling legislation for the creation of national parks in Scotland (National Parks (Scotland) Act 2000) provides for a significant level of institutional empowerment and reform (McCarthy et al, 2002; Illsley and Richardson, 2004). Under the terms of the Act, National Park Authorities have the capacity to acquire spatial planning powers from existing local authorities, to acquire land, to enter into management agreements and to provide recreational opportunities. This paper considers the extent to which such provisions will enable the Scottish national park model to meet the challenges of sustainable development in rural Scotlan.

In order to achieve this, the paper provides an evaluation of a stakeholder consultation exercise undertaken as part of the establishment of the Cairngorms National Park. The analysis concentrates on four main areas of concern. These relate to: a) the feasibility of delivering socio-economic gains whilst securing environmental welfare, b) the role of spatial planning in delivering national park objectives, c) the degree of participation and democracy afforded by institutional restructuring and development, and d) the adequacy of social capital. The paper forms part of emerging discourses about the role rural development within protected area management and seeks to advance awareness of the shifting basis of public administration within such areas.

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SOCIO-ECONOMIC DEVELOPMENT WITHIN COASTAL REGIONS: NEW DIRECTIONS FOR INTEGRATED COASTAL ZONE MANAGEMENT (ICZM)

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The concept of ICZM first emerged during the 1970s in the US as a response to the failings of fragmented and short term development strategies which proved unable to account for the multiple interactions occurring within the coastal environment (Vallega, 2001, Kalaora and Charles, 2000). Based on the key principles of harmonization, participation, capacity building and forward planning, ICZM has since emerged as a central feature of sustainable development in many of the world's coastal regions. Despite significant advancements in management practice over the last few decades however, one of the major weaknesses of ICZM has been a failure to adequately explore the conditions and processes which impact upon coastal communities. Vallega (2003) has suggested that the coastal zone is a spatial system consisting of two modules "one, ecological, characterised by its own biocenosis, and the other, social, marked by its economic organisation and social conditions". Yet, it is apparent that little information has been gathered relating to the socio-economic character of coastal areas and that ICZM structures rarely contribute to regional development needs. This failing is particularly apparent in Scotland. Burbridge (2001) in particular has suggested that Scottish ICZM initiatives have been marred by the limited consideration of community level impacts.

Within this context, this paper seeks to explore the extent to which ICZM can contribute to the socio-economic revitalisation of coastal regions. The paper is structured into three parts. In the first part of the paper an attempt is made to provide an initial assessment of the socio-economic character of the Scottish coastline. This will be based on the application of nationally available indictors of socio-economic performance to 16 Scottish coastal regions. Particular emphasis will be given to the impact of peripherality, demographic movement and the transition away from primary sector activities. The second part of the paper will then consider whether current ICZM provisions are suitably equipped to respond to such challenges. In order to achieve this a review of management provisions within selected ICZM groups will be undertaken. Assessment will be based on the review planning documentation and stakeholder interviews. The final part of the paper will address potential policy gaps and consider how a better balance can be achieved between socio-economic and environmental processes. The paper will inform the process of ICZM policy review currently being undertaken within the UK and will assist in the review of national mechanisms required to implement to recent European Union Recommendation on ICZM.

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NEW RULES FOR URBAN PLANNING: EVIDENCE FROM PARTICIPATED MASTER PLANS IN EASTERN AMAZON

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According to Federal Law no. 10.257 (City Statute), by October 2006 all Brazilian municipalities over than 20.000 inhabitants, are expected to approve participatory master plans to promote fair access to urban land, and to guide local public policies. This determination is an achievement of the national movement for urban reform, originated during the 1960s in Brazilian Southeast region, where cities have extend over their municipalities territories after the country's late industrialization. At present, the City Statute offers different opportunities to the existing different urban realities in Brazil, in metropolitan areas it provides mechanisms to promote social justice in land access, and management democratization, in recently urbanized areas, such as some municipalities in the Amazon, it means an opportunity to review the role of regional planning, practiced in the region during the 1960s and 1970s, combined to urban planning, as it has never happened before. This paper discusses the challenge of municipalities in Para State (Eastern Amazon), where new economic practices, introduced over the last 40 years, have deepened social inequality and urbanization was not related to industrialization, but to accessibility patterns. Traditional cities in Amazon have thrived as market places, where local production was dealt (seasoning, rubber, fishing, wood, pottery, fruits, açai), and are closed linked to rivers navigation and to flood plains cycles, and are supported by mercantilist practices that still survive in less dynamic areas, controlled by old fashioned elites. New cities were created along new roads, and give support to wood exploitation and to agro business activities connected to global market, although without benefiting from this sector wealth. Meanwhile most cities are small and house poor people expelled from the countryside in growing peripheries. To address the urban reform, and follow the City Statute's determinations Amazonian municipalities have to deal with causes of rural exodus, devising policies to rural settlements, indigenous land, forest devastation, exploitation of natural resources (mineral and water), which are far beyond their present administrative and financial conditions. There are no boundaries between urban and rural in the region, neither between marginal and global economic practices, while cities became the starting point to understand these superimpositions and to enforce planning practices over municipalities territories towards aimed social, economic and environmental sustainability.

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METAPHORS AND IMAGINATIONS FOR REGIONAL DESIGN

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Inspired by cultures and identities from abroad and blinded by the success of best practices many officials and planners are tempted to copy developments from elsewhere. Instead of integrating new trends into old traditions, regions are pursuing the traditions of chasing the latest trends. Most municipalities and regions want to have it all within there own boundaries. Therefore, a lot of developments result in comparable physical landscapes, unless different local contexts and conditions. In this paper an approach will be presented to come to regional design principles in order to establish the regions own identities, qualities and opportunities. In such an approach different municipalities and regions need to be complementary to each other and explore their own unique, area specific circumstances as a basis for new developments. Globalization in this context involves not the leaving impact of universal processes but, the calculated synthesis of cultural diversity in the form of differentiated regional logics and capabilities. Two case-studies on different regional levels will be presented to illustrate how regional design principles can strengthen the identity of a region and the diversity between places and regions. The first case study will be a small region in the province of Friesland in the Netherlands. For this region five design principles will be formulated based on the regions diverse landscapes, cultural history and residential relevance. The second case will be the Northern part of The Netherlands as a whole. For this region the combination of space and energy can be a strategy to strengthen the regions identity of a clean and relaxing environment. A cascade of energy purposes, commencing with industries requiring high-grade energy and finishing with low-grade appliances in households, will be most energy efficient, but requires a different and sustainable way of spatial planning and arrangement of spatial functions. The design principles formulated for this region will contribute to this transition. In both cases we are seeking for a new regional planning framework. The classical way of Dutch planning for compact cities will be replaced by a more postmodern way of planning for (combinations of) rural and urban landscapes. The regions will be described in its qualities and identities and residents, professionals, etc. will be asked for there perceptions, wishes and images of the region. The design principles in both cases will be presented in the light of metaphors and will be pictured by (landscape) architects in order to inspire and stimulate the imagination of officials and planners. In this paper regional design principles are seen as alternatives for local authorities and planners to improve the diversity and multiplicity worldwide.

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PROGRESSIVE REGIONALISM AND THE NEO-LIBERAL CITY: THE CASE OF THE NORTHERN WAY CITY-REGION DEVELOPMENT PLANS IN ENGLAND

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Central theme and research questions: There is now an extensive academic literature detailing the dynamics of the 'scalar' interrelationships between institutions and policy initiatives organized at different geographical scales. Recent writings have emphasized the contingency and complexity of re-scaling, and the continuing importance (but changing territorial organization) of the state. The emergence of an array of (city-)regional institutions is significant in terms of its indeterminate nature and uncertain territorial form, as the precise ways in which it is manifested is interceded by conflict between actors allied to 'regions' configured along differing lines. It is on the dynamics of the interrelationships between and within these 'regions' that the paper focuses.

Approach and methodology: The paper addresses these issues by exploring the experience of the city-region development plans, published in 2005 as part of the Northern Way initiative covering parts of the north of England. The paper, first, spells out the key arguments driving the development of city-region policy and institution-building, before highlighting the main lineaments of the related changes to national policy in England on cities and regions. Second, the paper reviews the content of the city-region development plans produced for the main urban areas in the Northern Way, interpreting them in light of the underlying theoretical and policy debates. Third, the paper explores the particular ways in which these have been interpreted and applied in the Manchester city-region, within the context provided by North West England. The paper concludes by considering the degree to which this experience sheds further light on the dynamics of the re-scaling of governance and the territorial restructuring of the state.

Relevance: The paper has an interdisciplinary resonance that applies to planners, geographers, urban sociologists and urban political scientists. It builds in particular upon work presented at the 2005 Association of Collegiate Schools of Planning conference in Kansas City, which explored the dimensions of 'progressive regionalism'. The paper augments this work in two principal ways: first, it relates debates on progressive regionalism to the literature on the neo-liberalization of local and regional economic development; and second, it complements case study material focusing on North American cities and regions by assessing experiences in England. It is possible that the paper may form part of a session on progressive regionalism, to be coordinated by Keith Pezzoli of University of California San Diego.

Key data sources: The paper draws on a programme of semi-structured elite interviews with key policy actors, and a review of city-region development plan documents published in 2005.

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UNION OF MUNICIPALITIES: A TOOL FOR EFFECTIVE REGIONAL PLANNING?

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Regional planning and management are problematic in many countries. Control over land and natural resources is fragmented among different levels of government and agencies with narrow missions. Interorganizational collaboration is advocated as a solution. But it is difficult to achieve this collaboration without a structured mechanism. The main objective of this study is to examine the effectiveness of a group of organizations in Turkey intended to increase this collaboration and enhance the effectiveness of regional planning: The Union of the Municipalities. There are 17 geographically based unions founded in the 1980s and 90s for varying purposes ranging from specific ones such as solving environmental problems they could not handle alone to more general purposes of increasing collaboration and support between individual municipalities. Turkish Union of the Municipalities focus on issues such as environmental problems, preservation of archaeological sites, economic development, and coordination of municipal activities. The study will gather general information for all unions in the nation and then use a case study approach to examine a few of them in detail. The data for the study will come from documents archived by the unions as well as interviews with union officials. There is not much research and information on these organizations and this research will contribute to our general understanding of their functioning. The Union of Municipalities will be compared to the Council of Governments established considerably earlier in the United States and maybe other countries to see how they can be restructured to be more effective.

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COMPACT CITY POLICY AND REGULATING BIG BOX RETAILS IN CONTEXT OF LOCALISM AND DE-CENTRALIZATION IN JAPAN

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After the experience of motorization and expansion of urbanized areas, many municipalities of the developed countries in EU have applied the administration system to regulate strictly the location of big retail facilities in suburban areas and rural areas in 1990s. In case of Japan, many of local cities are recently confronted with the severe problems of the declination in downtown and commercial areas in the trends of expanding urbanized areas and sprawl under the existing city planning system which allows the construction of big retail facilities in the rural and suburban areas.

In the local autonomy system, "de-centralization" has been one of the key issues in the city planning field as well as the politics, and the authority and competence on land use control and regulation for urban development have been

being transferred from national government to local government since late 1990s. In this context, Japanese national government amended the national planning laws shifting to the community-based planning system, and many municipalities of metropolitan regions in Japan began to look for the new planning policies and guidelines for balancing the socio-economic development of the region and revitalization of downtown areas by introducing new regulation from the view of sustainable development. But the emerging problems on lacking of control of big shopping malls are still argued.

This article analyzes the current trends of increasing big box retails and shopping malls in the local regions of Japan, and points out their impact to the declination of the commercial potential of downtown areas after the shift of the decentralization-oriented policies through the case study on Fukuoka Region located in western part of Japan. Then, it shows the cases of municipalities which introduced the new planning method to control the location of new shopping malls through the process for the mutual consent of the regional society based on the assessment of the impact of these malls to the wide-range influencing area from the environmental aspect as well as the economical aspect.

Through the analysis on the current issues of rural development in the metropolitan regions and the review on these new local regulations for big box retails introduced by the advanced municipalities, it concludes by pointing out the issues on the limitation of these regulations and the existing planning systems and the lacking of the regional-scale governance system. In addition, it suggests the necessity of not only more active and effective land use control in cooperation with adjacent municipalities in a regional scale compatible to the motorization but also the new land use policy to re-form a compact city or region compatible to the emerging situation of decreasing the population after the peak and rapidly increasing the aged population.

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TOURISM PLANNING AND REGIONAL INSTABILITY: THE CONSEQUENCES OF RAPID EXPANSION OF THE TOURISM SECTOR IN JORDAN

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Since World War II tourism has become a potent engine of economic growth and generates substantial employment and capital investment. In addition, tourism has a powerful influence that it has on the people and locations which are the locus of tourism (Hall, 2000). Despite the size and impact of this industry, it can not be considered a universal panacea to cure lagging development.

The globalization of the tourist sector is likely to pose increasing challenges to development planners concerned with ensuring sustainable local development initiatives. At the global scale quantitative models are used to predict tourist demand and the propensity to travel internationally (Pearce 1987), but these predictions are more appropriate for regional and world wide estimates. Local and regional fluctuations present significant challenges for predicting tourist flows and the resulting ilnaccurate predictions can have serious consequences for local development initiatives which use tourism projections to justify investments in new tourist infrastructure.

In 1996 Jordan adopted a tourism master plan produced by the Japanese International Cooperation Agency that predicted continued expansion and growth in the tourism sector. These projections stimulated a wave of investment and building in the tourism sector. More recently the Kingdom has adopted a National Tourism Strategy from 2004-2010 which uses equally optimistic projections. This paper will examine the effects of using these overly optimistic tourist projections in such a volatile region. The basic questions that this paper will ask is who benefits from the continued public sector support of tourism? And what are the consequences of these rosy projections for local communities and their development prospects?

The methods used include a review of national tourist statistics over the past decade, a review of published newspaper and journal articles on tourism in Jordan, an examination of tourism planning documents, including the Jordan Tourism Master Plan produced in 1996, and the latest Tourist Development Strategy produced by the Ministry of Tourism and Antiquities. This paper will assess the consequences of the continuing instability in the region, resulting large fluctuations in revenues for smaller tourism operators. The paper examines in particular the consequences for the pattern of investments in the Petra National Park and the neighboring city of Wadi Musa, the major tourist destination in Jordan

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PLANNING AS A DEVELOPMENT PROCESS, THE PLANNER (THE LEADER) AS AN ACTION RESEARCHER

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Planning as a development process

The Planner (the Leader) as an Action Researcher

Research question: What are the changing requirements for leadership in regional planning and development as public, voluntary and private sector partnerships develop? This question focuses two main foci: What are the necessary conditions for the creation of sustainable local and regional partnerships? What is appropriate leadership in those partnerships?

I have been involved in the development of a certain partnership where Volda University College is one of many central partners. The origin of this particular partnership of my case, lies in the huge needs of new entrepreneurial activity in our local and regional communities. Basic elements of the new entrepreneurial activity are to strengthened and develop further the fields we have been historically strong at. Important angles will be historically based aspect of the society of Volda and this

society´s important role as a base for cultural production and higher education since 1860. The overall goal of the partnership is to realize a centre where the university college is the most important motive force in the part of it that focuses art productions and performances meant for yearly touring in The Cultural Backpack. This focus has occurred because of the spoken and identified opinion that Volda University College has the necessary and well developed competence and width in the cultural subjects both regionally and nationally. This competence is expected to open new expressive opportunities in ways that will develop further this particular role the university college has had within higher cultural education in addition to contribute to creative atmosphere and innovation in general. Today this partnership is institutionalized and consists of Volda University College, the municipality of Volda, the county of Møre og Romsdal, The Students Welfare Organization of Sunnmøre and the private investment company called Kompetanse Nordvest Eigedom as. So far it has been a process of 4 years.

In the initializing period my role was to be leader of the first interest group. Later on, up to December 2002, I was the leader of a more formalized group politically appointed of the local council. The whole process started by structuring social capital and might be said to have been born in voluntary sector. Through its development the partnership process constantly has enlarged by more stakeholders. As a consequence direction has been constantly adjusted accordingly to new partners.

The focus of my research is on the challenges that leadership meets on the different stages of the development of this particular partnership. The main focus is put on the communicative aspects in the development of collaborations or networks and how leadership is capable of nourishing the whole process. Theoretically stand elements of practical pragmatism and John Forester´s practical deliberation and Hersey and Blanchard´ situational approach to leadership.

So far, about the process regarding the development of this partnership, one might say it is possible to identify a typology of networks. This typology has consequences for leadership performance.

References:

John Forester
Jürgen Habermas
Hersey and Blanchard

IS THE NEW REGIONALISM PROGRESSIVE? THE VIEW FROM THE HINTERLANDS

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The metropolitan region is at the core of the New Regionalism, which Stephen Wheeler (2002) characterizes as focusing on spatial planning that addresses economic, social, and environmental conditions and seeks to create a sense of place within a metropolitan territory. And Tom Angotti asserts that "the starting point for progressive regionalism is an understanding of how the metropolitan region differs qualitatively from previous urban settlements" (2005, p. 2).

If by "progressive" we mean a concern with the root causes of poverty, social injustice/inequity, and environmental degradation, one of the most important considerations is the condition of rural areas. Globally, rural areas have generally been less economically, socially, and environmentally healthy than urban areas, and they are falling farther behind. One of the principal reasons for this is the qualitative difference between the metropolitan region of today and the urban settlements of the last half of the 19th and first half of the 20th centuries. Thanks to globalization, the close social and economic ties that once bound the urban core to its rural periphery have been dissolved. The metropolitan regions of the world are now

more closely linked to one another than to their hinterlands, to the disadvantage of both the core and periphery.

Drawing on cases from around the world, but focusing primarily on Portland, Oregon (USA), "the capital of good planning" (Abbott 2000), I analyze the causes of the urban-rural disconnect, the consequences for both, and possible responses that would address progressive regionalists' economic, social, and environmental concerns.

My data are primarily government documents and statistics, and open-ended interviews with key informants.

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A PROGRESSIVE RESPONSE TO MIGRATION-LED GROWTH

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In the US, the current thread of progressive regionalism began with an approach to planning through physical design, especially representative of this is New Urbanism. Subsequent discussions have broadened the perspective to include social policies, especially those to rework economic development programs that exclude local populations, and policies to encourage democratization and inclusiveness. A working definition of progressive regionalism incorporates eradicating root causes of poverty, social injustice, and environmental degradation (Pezzoli 2005). Included is a search for alternate forms of governance and ways to enrich civil society and reduce inequality. A progressive agenda includes responding to the impacts of global processes on localities.

Critiques of new regionalism note that the progressive project relies on capitalism with the innovation of inclusive local economic development as the pathway to progressive regional government (Purcell 2004). Furthermore, new regionalism is more place-based than people-centric according to Wheeler's summary of characteristics (2002). This begs the question of how localities might incorporate in-migrants.

This research considers the pattern of residential growth along the Northern Frontier in Sonora, Mexico. The theoretical perspective sees this pattern as embedded in a global system of international labor migration. By constrasting two localities, I consider if regional policy initiatives of a local institution, the local ejido, can mediate some of the environmental degradation and social disadvantage experienced by newcomers.

The cases studied are small cities along the US-Mexico border that represents the shift in locus for US-Mexico border crossings from the large border agglomerations such as Ciudad Juarez-El Paso to rural areas of the Sonoran and Chihuahuan interior. The data used in this study are both qualitative, based on interviews with local officials and residents, and quantitative data used to map urban growth boundaries over time.

Does the US-based discussion of progressive regionalism have applicability here? How likely are progressive policy approaches to settlement in this region? Preliminary analysis of changes in settlement and land use patterns suggests a reverse of tragedy of the commons where individual owners maximize rents without regard to utility provision and human safety as the ejidal communal ownership has created a proactive planning process. The longer-term outcome of this process is still in question as the ejido has begun a long-term expansion project in response to local population growth.

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"PLANNING" OF ALTERNATIVE PUBLIC SPACE THROUGH CONVERSION OF RURAL AREAS IN URBANISING CONTEXTS. CASE PARK FOREST GHENT.

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Multiplicity and diversity are predominantly related to urban contexts, narrowed to the growing issue of coexistence of ethnic groups. In highly urbanised and urbanising societies also rural areas are confronted with similar challenges. Because of the declining importance of agricultural production and the increasing consumption of the countryside by non-agrarians for other purposes, rural areas become a complex melting pot of diverse societal groups that differ in the functional use of and in the identity they connect to these areas. The mutual unawareness of customs and habits seems to be characteristic of the urban context and becoming so of the rural context. It appears to grow into the biggest future challenge for policy, and planning policy in particular.

Because of the historical lead of urban planning in the search for concepts that deal with multiplicity and diversity, these urban concepts are a source of inspiration for alternatives that challenge the rusted traditional functional zoning of areas for agriculture and nature. After all, it is becoming obvious that functional zoning is outdated, especially for the multiple use and identities of rural areas in urbanising contexts.

Alternatively, conceiving these areas as a complement for the leaner public spaces in the city centres opens new perspectives on the cohabitation of societal groups in these areas. As a consequence, planning in these areas shifts towards the design of elements of public space (paths, attractors, signs, beacons,) that can facilitate multiple use by and multiple identities for the different groups. Examining successes of green public spaces in world agglomerations has revealed three success factors that could also serve as leading principles for the design of rural areas: an open area with a sufficient surface, a surrounding built edge whose "residents" make functional and/or visual use of the open area and finally the introduction of an element in the open area that attracts residents of the built edge or elsewhere and that invites them to explore the rest of the open area and to meet its users. These design principles also offer the elements for innovative partnerships between farmers, residential inhabitants, vacationers, local governments and other involved actors about the use of and the view on the open area. Local contracts between these actors could result in financial arrangements for the conservation of the open area, for example by farmers.

The transformation of a 1.200 hectares rural area in the fringe of one of Belgium´s bigger cities, Ghent, into a landscape park with (new) forests, farming land, residential housing, castle parks, (new) scientific laboratories and recreational activities, is an interesting example of the concept of public open space in an urbanising context. The design principles used offer a great potential for the transformation of a quite mono- into a multifunctional rural area, that has been partly lost during the translation into a traditional zoning plan. The biggest remaining challenge however seems the creation of a local/regional partnership of involved actors for the realisation of the Park Forest.

References:

public space, rural area, multiple land use, partnership

THE AGRICULTURAL LANDSCAPE OF THE ARCHAELOGICAL PARK OF THE "VALLE DEI TEMPLI" IN AGRIGENTO: PLANS AND ACTIONS FOR A SELF-SUSTAINABLE LOCAL DEVELOPMENT

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The paper aims at defining the role that the agricultural park with cultural and landscape values may play within a broad territorial system, a role that would take into consideration both the system of the cultural heritage and the natural and anthropic system, within a reticular network physically and ideally connecting all the natural areas located near the area of the archaeological park of Agrigento.

In 1997 UNESCO acknowledged the value of the area and declared it "heritage of humanity". UNESCO motivated its choice by stating that the area is universally acknowledged for its historical value, and it also highlighted that the area is a tangible evidence of a lost civilization thanks to its buildings and the agricultural landscape in which it is inserted. This statement strengthens the value of the valley and of its archaeological areas which – under a special law aiming at safeguarding and bringing out the archaeological, environmental and landscape worth of the Valley of Temples – was declared "archaeological and landscape park" in 2000.

The paper will examine the role of the park within a wider system, the system of natural and anthropic cultural heritage stretching reticularly and uninterruptedly all over the whole island territory. Consequently it is easy to understand why a particular kind of park such as the Agrigento park can, or better must, be included among the elements making up the reticular pattern as a loop of the entire system.

The study of the ecological Network, within the framework of planning practices, is the general framework of the case study. According to the European Council´s Project for a European Agreement on Landscape, the paper highlights the need to integrate landscape safeguard policies with sustainable development policies, since the former are included in the latter.

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TOWARDS A REGIONAL LANDSCAPE FRAMEWORK: ADDRESSING RURAL AND PERI URBAN ISSUES ON A REGIONAL BASIS

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This paper will draw on recent regional planning initiatives for the South East Queensland (SEQ) region, the fastest growing region in Australia. The case study also includes consideration of current initiatives to develop a Rural Futures Strategy for the land outside of the newly delineated statutory urban footprint for SEQ. It will examine the current evolution of the Regional Landscape Framework concept as both a policy framework and an integrating instrument to address the values of the SEQ regional landscape including the range of existing and emerging rural values.

The paper will report on current research into the peri urban areas of the region and how the management of these areas is crucial to the maintenance of the rural values for the region as whole. The evolving nature and use of the peri urban areas will be examined along with their changing relationship with the urban/metropolitan centres.

As a consequence of this improved understanding of peri urban areas, the paper will conclude by speculating on possible policy changes and amendments that seek improved management of the critical urban–rural interface and the regional landscape, thus protecting the rural values of the region.

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FALLING BEHIND: CALIFORNIA'S SMALL METROPOLITAN AREAS

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Falling Behind: California's Small Metropolitan Areas

Since 1970 the small metropolitan areas of California have steadily grown in population but steadily lost ground in a number of indicators of economic well-being, wages being the most prominent. This paper approaches that problem in three steps. Using a panel of 17 metro areas, we first identify the broad factors that determine whether metropolitan area wage growth falls behind or jumps ahead. Falling behind appears to be related to small size, low levels of human capital, relatively high foreign immigration, and particularly specialization in stagnant economic sectors.

We next examine the public sector finances of the largest cities in these 17 metropolitan areas, and determine the extent to which long-term sluggish growth has translated into higher tax burdens and lower service levels than elsewhere in California. Lastly we examine the subtle connection between immigration, wage levels and growth, by comparing immigration in our panel of metropolitan areas with immigration in larger, high-wage metropolitan areas. We use data from the US Census, the California Counties' Annual Report, the California and US Departments of Education, and the US Bureau of Economic Analysis. For the first task, we collect data covering 40 years, and determine the causes of wage divergence with a pooled regression.

This research addresses two major areas of concern to economists and planners: rising income inequality in the United States, and income divergence between places. Because wages are the largest component of income, our study contributes to the literature in both of these areas.

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THE ORGANIC AGRICULTURE, AN ALTERNATIVE FOR DEVELOPMENT UNDER NEW GLOBAL RULES

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Planning under a global environment has changed compared to the times where state planning was considered a path to industrialization. Most developing nations used state plans as major tools to achieve development. The market economy limits the role of the state, and the world competes under different rules. Competitiveness is critical to develop and the state and private enterprises have mutual responsibilities. These new conditions require companies and re-

gions to meet global norms and standards, and to accumulate knowledge to assure the greatest benefits.

After studying a case of a rural learning region in Los Cabos, I believe that the organic agricultural industry has characteristics that mimic the planning process through encouraging a region to organize in order to meet the global standards, create added value and participate in the globalization realm.

The decision to grow organic agriculture could transform the place and its people based on the constant search to meet market needs and the certification standards.

Rural regions have rarely been the topic of study in planning or economic development studies. Most are focused on the impact of technology on rural areas. I began studying rural economic development through cluster analysis, and then I found that the learning regions concept is applicable in places with growing agricultural activities, such as the organic agriculture. The characteristics in the organic industry place a region in a competitive position and at the same time invites the community to get involved to coordinate, to learn and improve processes. The organic agriculture industry becomes a reason to organize the community to meet the requirements and standards involving many more actors than just the farmers.

The case of Del Cabo, a cooperative based in Los Cabos, Baja California, Mexico, is a good example on how the organic agriculture standards and the attractive market for their products changed the rural setting and created opportunities for people that otherwise gave up on agriculture.

A bottom-up planning process was created and the outcome was economic growth, increased number of jobs and the continuous creation of companies, services and institutions. The organic agriculture also forced the region to relate with international public and private organisms transforming the local dynamic into a global one.

I found in the learning region concept for rural areas, that the best planning methodology is not central planning nor participatory; instead, it is a result of indigenous growth with a bottom-up process and with the guidance of the invisible hand. Planners in rural development have a window of opportunity for intervention. The methodology that best fits the learning region could be "mixed scanning," which involves listening to needs of the population (the farmers and the final consumer) and setting goals accordingly. The plan is focused to complete—not to compete in—the unbalanced economies of rural regions.

Information source: the case and analysis of the organic industry, is a modified fragment from my own research presented in my doctoral dissertation.

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TEACHING ABOUT EATING: THE PEDAGOGY OF FOOD AS AN URBAN AND A PLANNING ISSUE

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Among urban systems with which planners are accustomed to deal on a daily basis, food remains largely the forgotten system. This neglect has started to be corrected recently as a result of some planning scholars developing food as a specialty, of new publications on the subject, of some new courses that focus on certain aspects of the food system. The latter is not evident however, given the dearth of established teaching experiences in this subject. It is thus appropriate to consider the pedagogical implications of teaching about food in terms of introducing food into the teaching of planners, or introducing the city into the teaching of food organizers. The four presentations aim to do this.

The first presenter, Timothy Beatley of the University of Virginia, will examine community food systems planning as a potentially effective form of community building, and as a way to profoundly strengthen and revive commitments to place. The author is currently co-teaching a food security planning class at the University of Virginia (Spring 2006), with this focus, and the paper will also present key pedagogical lessons from this class. The paper, then, will examine how community food planning can be taught as a place-building strategy, using examples of how efforts to promote greater food security can at the same time deepen place commitments.

The Roman food system has long drawn upon semiperipheral regions like Sicily, but its food system has also been characterized by close, at times direct, connections between Lazio producers and Roman consumers. These relations are changing with the relocation of produce markets in the city and the urbanization of agricultural land and transformation of unbuilt landscapes close to the city of Rome. The second presenter, Barbara Lynch of Cornell University, is in Rome this semester in the context of the Cornell-in-Rome course, leading a class project on food systems and the urban-rural boundary in the comuna of Rome. Results of this teaching experience will be presented, with particular attention to the relation of planning pedagogy to the study of urban foodsheds.

The third presenter, Joe Nasr, co-developed a course on urban food security, currently being given through distance learning, as part of Ryerson University's Certificate in Food Security. In this case, the student body is not one of planners. The challenge was to figure out how to make the urban specificity of food systems pertinent to students who are interested in food issues, but are not specialists of things urban, nor of planning interventions. The pedagogical dimensions of teaching a course entirely through the Internet presents a further challenge.

The final presenter, Danielle Schami of Environment Canada, will bring two perspectives on questions of education about food. The first is of someone who maintained food issues as area of specialization while acquiring a planning education (for a Masters on Alternative Food System Planning and Education at York University). This experience as student rather than teacher will enable to consider pedagogical questions 'from the other side of the desk'. The second perspective

is that of someone who studied food education strategies of NGOs. Thus the presentation will offer a broader meaning of food planning education, by profiling the educational work of three groups that specialize in alternative food system planning in Quebec, Canada and Mexico.

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INTERMEDIATE CITIES NETWORK: THE EVOLUTION OF CAMPANIA REGION FROM 1981 TO 2001

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This study start from the hypothesis that the settlement dynamic is going towards big cities decentralization in favour of strengthening intermediate cities, which perform the function of mediation between the smaller nuclei and the large metropolitan areas worldwide. This hypothesis increase the attention of regional studies researchers and urban planners in order to analyse and interpretate these "intermediate" urban realities and their rule in urban network structures.

In the last years, big cities urban activities (from residential, industrial and services activities) have preferred intermediate cities location as a concrete option to the arising problems of exasperated and chaotic concentration of central urban areas.

This study is articulated into three main parts oriented to the knowledge of the regional urban structure and the definition of interpretative methods of the intermediate cities strengthen phenomenon. The first one consists into a literature overview. In the second part is proposed an application in the Campania Region in the south of Italy, which is aimed to analyze the regional urban system. This part has been developed following two different phases: the first step consists in the study of the dynamic of the regional structure from 1951 to 2001. The second step consists in the identification of the intermediate cities, their rules, their vocations in the regional system, with the application of multivariate analysis.

In the third phase are identified cities functional clusters that constitute the intermediate urban network and that represent the link between congestion areas and not urbanized areas. For these clusters, strategies and planning interventions have to be defined in order to reach a more equilibrate and strong regional urban structure. The intermediate scale is a suitable scale to test proposals for urbanity, governability and sustainability towards the formation of desirable future cities (Unesco, 1999). Their small geographical size as well as their mediating role, converts them into a possible "laboratory" of management and administrative urban and territorial formulas which permit greater participation, equilibrium, equality and sustainability.

The innovativeness of this study consist in the possibility to compare the actual results to the a 1988 study outcomes (Papa R. Piscopo O. 1988) that had the same research goals, methodology and data sources. In this way it is really possible to underline the evolution of the intermediate cities network in Campania Region in this twenty years.

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PLANNING THEORIES AND DEVELOPMENT PRACTICES: PAST DEPENDENCIES CONTRA NEW IDEOLOGY. IMPACT OF REGIONAL PLANNING TO SUSTAINABILITY OF RURAL HOUSING

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This paper deals with institutionalisation of regional planning, which has had major impact on housing development. In the history of regional planning, Western European approaches have been dominant. Europe has also been the leading region inventing and elaborating new planning approaches and techniques, because of traditionally stronger public sector than elsewhere in the world, and knowledge based problem-solving tradition.

Eastern European regional and spatial planning as well as housing development has been characterised by discontinued developments in the past and is lagging a few decades behind Western World in many aspects. At the same time, East-Europeans have been keen to learn from European planning theory and practice. However, the application of these methods has often taken place without deeper analyses of local conditions and particularities of existing planning cultures. The period after the World War Two created several features characteristic only for the post-socialist countries. In this chapter I intend to trace changes of regional planning approaches in Western and Eastern European countries with particular focus on their theoretical foundations, institutional development of planning systems, and results in housing development.

I will start primarily with a theoretical discussion of different planning doctrines. Secondly, I compare Eastern (Soviet Union) planning theory with Western and try to systematise it in a common typology. Thirdly, using historical data and interviews with key persons of planning in the past, I turn to reality and look at how theory was put into practice and what came out of it. My special interest will be focused on formation of a particular culture of double standards, characteristic to highly centralized planning systems. Fourthly, I follow the adoption of new Western planning legislation and policies in parallel with institutional and administrative development during the transition period in post-communist countries; exemplified by Estonian legislation, and case studies. Hypothetically, the application of new legislation and policies has been carried out quite eclectically and has not achieved its goals because of past-dependencies. Finally, using census data, I analyse whether two different social systems planning approaches and their outcome support or not sustainable housing development in rural areas.

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WHAT CAN SPATIAL RURAL PROJECTS LEARN FROM THE DRIVING FORCES IN WHICH THEY OPERATE: TOWARDS A TYPOLOGY.

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This paper draws on a previous research phase in which a typology of spatial rural projects was elaborated. In many European countries, spatial planning policy see spatial projects as important instruments for the implementation of government policy goals. These projects try to negotiate between different stakeholders and to address a complex situation of spatial and socio-economic transformations. In order to evaluate these spatial projects, the driving forces in which they are set up, are to be defined and sketched out. Hence the twofold objective of this paper. On the one hand, it aims to portray the driving forces in which spatial projects operate. It intends to draw up an overview of the forces that drive spatial countryside transformations. It thus deals with the disassembling of the motor of countryside changes. On the other hand, it treats whether, to what extend and how rural spatial projects use these forces in order to tackle the spatial and socio-economic transformations and to obtain policy goals: which screws are turned and which buttons are pushed? In what way do spatial projects ignore driving forces or manage to capitalize on them to obtain policy goals?

In order to address these questions, firstly, a typology of forces that drive spatial transformations in the countryside will be presented. To set the typology, a series of parameters will be distilled from a critical assessment of ongoing discussions in literature on spatial and socio-economic transformations in landscape ecology (Antrop 2005) and (countryside) planning (Bengs and Schmidt-Thomé 2005; Bishop and Phillips 2004; Boelens 2000; De Roo, De Rynck et al. 1999). These parameters will be tested through analysis of a case-study, located in Flanders, Belgium. The analysis will focus on the situation before, during and after the project, highlighting which forces are addressed and how. The analysis will also frame the search for additional parameters. Secondly, the confrontation of the typology of driving forces on the one hand and spatial projects on the other hand, provides a framework for the definition of discrepancies and parallels between the two of them. The way in which spatial projects are influenced by these driving forces is discussed, as well as the way in which they address or capitalize on them.

Relation between proposal and doctoral dissertation:

Drawn from a dissertation in the first year of research.

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POLITICS OF INCENTIVE TO THE SUGAR AND ALCOHOL PRODUCTION: THE EFFECTS ON THE AGRICULTURAL ECONOMY OF THE NORTH REGION OF THE RIO DE JANEIRO STATE

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The North region of the Rio de Janeiro state is one of the main sugar cane producers of the Brazil. In the past, a great amount of financial resources was granted to this region to promote the expansion and the modernization of its sugar cane sector, through the Institute of the Sugar and the Alcohol-IAA and other programs, as the Plan of Rationalization of the Sugar Industry and the National Program of the Alcohol - PROÁLCOOL.

The objective of this work was to analyze the effect of these politics on agricultural economy of the North region of Rio de Janeiro, during the last three decades. The used data, gotten in the Brazilian Institute of Geography and Statistics Foundation - FIBGE and in the Getúlio Vargas Foundation - FGV, were analyzed through the shift-share model.

In almost all the period, a growth of the sugar cane production was evidenced. This growth occurred even at the moments when the prices and the exchange rate between the agricultural and industrial prices were not favorable to this product. The subsidies granted to this sector helps to explain its expansion or permanence in the conditions presented in the last decades. With this expansion, the sugar cane advanced on areas of traditional products, as maize, rice, coffee, cassava, beans and banana, reducing their production in the period. The specialization of this region in the culture of the sugar cane-of-sugar contributed for the increase of the unemployment and temporary workers.

In the last decades, the competitiveness of this region in the sugar cane production is decreasing, for effect of the high costs and low productivity. Moreover, the IAA was extinct in the nineties, and the incentives granted by the PROÁLCOOL were strongly reduced. In this context, the incentive to the production of fruits and the investment in agro-industries is being pointed as a strategy of diversification of the regional economy. In fact, it was observed a growth in the production of some fruits, as occurred with pineapple, coconut, guava and passion fruit. However, these cultures do not have, still, the importance of the traditional products substituted for the sugar cane.

As a result, the participation of the sugar cane in the total area was raised. In this situation, adverse conditions in the market of the products derived from the sugar cane can have great consequences. The economic and social costs experienced by the region in the last decade are a proof of how its specialization in sugar cane can be risky. The politics directed toward the region, that until this moment favored the sugar cane production, must be reformulated to improve the diversification of its agricultural economy.

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TRACK 20:
Planning in Mexico and Latin America

URBAN REDEVELOPMENT IN THE AGE OF GLOBALIZATION: THE ROLE OF LARGE-SCALE URBAN PROJECTS (LUPS) IN LATIN AMERICAN CITIES

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This roundtable presents results from a research project funded by the Lincoln Institute of Land Policy addressing the growing significance and impact of Large-Scale Urban Projects (LUP) within urban (re)development strategies in 5 Latin American Cities: Bogotá, Buenos Aires, Ciudad de México, Rio de Janeiro and Santiago de Chile. Issues for the roundtable discussion include: a) the increasing role played by LUPs, b) their relation to normative and regulatory planning instruments, c) their contribution to innovation in urban formulation and management, and d) the impact of LUPs on the urban structure and land markets. The roundtable adopts a strong comparative focus emphasizing common trends as well as pointing out to specificities among the case studies. Moreover, this analysis is also placed in close dialogue with previous research on LUPs in other international contexts.

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HACIA UN NUEVO URBANISMO LATINOAMERICANO

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El "Nuevo Urbanismo" se ha afirmado como una manera novedosa de acercarse a la solución de problemas urbanos y de planeación, a través del rescate de aspectos más bien tradicionales de la formación de la ciudad. Los patrones y transectos, los códigos y las redes, la idea de vecindarios y el valor de la participación social, entre otras, son algunas de las ideas fundamentales del Nuevo Urbanismo, que están relacionadas con la ciudad tradicional.

Esta nueva manera de pensar y actuar en la disciplina ha sido elaborada y aplicada exitosamente en países europeos y norteamericanos, apareciendo sólo recientemente en países latinoamericanos, ya sea en experiencias de planeación propias y espontáneas, ya sea en actividades institucionalizadas de planeación o enseñanza, como la Maestría en Nuevo Urbanismo del ITESM Campus Querétaro.

Para no repetir viejos errores de importación acrítica de ideologías y metodologías externas, es necesario preguntas qué, en qué manera y en qué medida, del Nuevo Urbanismo es congruente con la realidad y las problemáticas urbanas latinoamericanas.

Con el fin de comprender qué aspectos y metodologías del Nuevo Urbanismo podemos adoptar los diseñadores y planeadores de Latinoamérica, o bien qué aspecto deben descartarse, modificarse o sustituirse, hemos procedido a revisar las posturas filosófico-ideológicas y los conceptos fundamentales del Nuevo Urbanismo, por un lado, y algunas de las características del urbanismo latinoamericano por el otro, confrontando luego los dos aspectos.

De la comparación resulta que algunos de los conceptos del Nuevo Urbanismo, no sólo son adecuados para la comprensión de y la actuación en la planeación y el diseño urbano de ciudades latinoamericanas, sino que de alguna manera han estado presente de forma espontánea en las soluciones exitosa encontradas localmente. Por ende es posible una aplicación del Nuevo Urbanismo en Latinoamérica, no sólo a través de la importación y aplicación de conceptos ajenos, si no también a través del rescate de las experiencias propias.

De esta manera, comprobado lo anterior, las actividades educativas de algunos cursos de la Maestría en Nuevo Urbanismo, se orientarán no sólo al conocimiento de las metodologías y técnicas propias de la disciplina, si no también al conocimiento de la realidad específica local y de las experiencias exitosas realizadas, tanto de manera espontánea como institucionalizada, con el fin de rescatarlas y conjugarlas con las anteriores.

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ACCOUNTING FOR PURGATORY - ARE PUBLIC FINANCES FOR UPGRADING WASTING (OR WASTED) IN BRAZIL?

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The central objective of this paper is to explore whether public sector accounting as currently practiced has a perverse effect on the level of public investment in urban poverty reduction. This issue is especially important in middle-income countries, where the urbanization of poverty is common and where cities must largely rely on domestic resources to fund public development and poverty reduction projects. I use a case-study approach for this paper, researching the current public sector accounting system in Brazil and its interface with urban planning. I look in particular at how public investment in the "Barrio Legal" slum upgrading program in the city of São Paulo was recorded in public accounts from inception in 2001 to the present. There are four major hypothesized avenues of how current public sector accounting perversely impacts the level of public investments in slum upgrading:

1. Choice of accounting system used at the local level of administration;
2. Valuation (or lack thereof) of investment costs (and benefits);
3. Power dynamics behind the definition of standards and the politics of their application;
4. Presentation and use of accounting data in financial allocation decisions.

It is important here to point out that the perverse effects may not be all in the same direction. For example, the choice of accounting system used may be decreasing the feasible level of public investment in upgrading while the political power dynamics behind the application of accounting rules at the local level may increase the opportunity for social investments. The aim of each avenue of exploration is to uncover how and to what degree planners need to account for accounting in advocating for poverty reduction programming and urban development projects – most specifically slum upgrading. The central objective of the study is then to consider how (or whether) the overall system of public accounting might be improved to better reflect the social objectives of public investment.

Key sources of data in Brazil include public account records of public investment in upgrading (via "Barrio Legal") in the city of Sao Paulo, guides on the federal system of national accounts in Brazil, as well as interviews with past and current public administrators in the SP Housing Secretariat. At the international level, key resources are the International Federation of Accountants, the International Valuation Standards Committee, and the management office of the UN's System of National Accounts.

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Drawn from an approved dissertation proposal

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LA PLANEACIÓN REGIONAL. ESTRUCTURA METODOLÓGICA Y MEDIO DE PROMOCIÓN DEL DESARROLLO EN MÉXICO

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El trabajo comenta la viabilidad de tres alternativas de niveles de planeación del desarrollo regional que con diferentes enfoques se han ensayado en México: nacional, mesoregional y microregional.

El nivel nacional sirve de marco general para el análisis de los otros dos enfoques. El nivel mesoregional se analiza a partir de la experiencia del autor como coordinador general de la elaboración del Programa de Desarrollo Regional de la Región Centro-País, el segundo en su tipo en México, y el cual está en la etapa de implantación en el país, y en la que se destaca una metodología que hace al Programa un ente vivo en la secuencia de objetivos y medios de la planeación. El nivel microregional se analiza también a partir de la experiencia del autor como participante en la planeación y conformación de los Consejos de Planeación Regional del estado de Guanajuato y en la preparación del Programa de Desarrollo de la región Laja-Bajío, que cubre ocho municipios del estado de Guanajuato, y que en el año 2000, mediante la planeación estratégica con base comunitaria llegó a la etapa de realización de proyectos multimunicipales con financiamiento de participación tripartita: gobierno estatal, gobiernos municipales y sociedad civil.

Se concluye que la opción más efectiva es la del nivel microregional, donde la región es definida ya sea como una entidad federativa o como un conjunto de municipios dentro de una entidad. Esto porque la planeación mesoregional (donde la región es un conjunto de entidades federativas) está apenas en la etapa de preparación-implantación de los programas de desarrollo. Además, porque es al nivel microregional donde efectivamente se puede aplicar la planeación estratégica con base comunitaria, ya que sus actores comparten preocupaciones, cuentan con el apoyo de sus comunidades, y tienen la posibilidad de interactuar de manera permanente.

Por su énfasis en el análisis de las metodologías seguidas en los dos casos de estudio presentados, el trabajo tendría una utilidad asegurada en cursos de planeación regional.

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LA PLANIFICACIÓN COMO HERRAMIENTA PARA ATENDER DESASTRES NATURALES

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Durante los días comprendidos entre el 07/02 y 13/02 del 2005, la Cuenca del Río Mocotíes en el Estado Mérida, Venezuela, fue testigo de una fuerte tormenta como consecuencia una serie de lluvias anómalas, causando pérdidas que afectaron la vida tranquila de esas tierras andinas, cuyos daños, se resumen en pérdidas humanas: 63 desaparecidos y 41 muerto identificado y pérdidas físicas como la desaparición de 536 viviendas y otras 1500 afectadas, el 70% del sistema de vías de penetración agrícola y un 50% de los cultivos de café y legumbres fueron afectados, según datos de INPRADEM (organismo de Protección Civil del Estado).

La caracterización física orientada a definir amenazas de hidrometeorologia y sus efectos geomorfológicos, así como la actividad sísmica y las manifestaciones cosísmicas, encuentran en la cuenca del río Mocotíes un ideal campo experimental. Estos factores físicos al interactuar con las comunidades ofrecen a los planificadores la oportunidad de trabajar en la ordenación urbana y los programas de actuación urbanística, social y de capacitación comunitaria para la atención de riesgos de diferente naturaleza.

Partiendo de dicha premisa se plantea entre investigadores de diferentes universidades, llevar adelante un estudio que tiene como objetivos:

Reconstruir la estructura física y social, en base a las características generales de vulnerabilidad del territorio.

Formular planes de desarrollo local siguiendo el modelo sostenible con la visión compartida del futuro, construida por sus propios habitantes y en sintonía con los lineamientos que en materia de planificación urbana propone la agenda 21 Local.

Dotar de herramientas a las autoridades locales para que se conviertan en articuladores de procesos de actuación urbanística, social y de capacitación comunitaria para atender situaciones de riesgo, a través del diálogo y concertación con los ciudadanos, organizaciones sociales, entidades públicas y empresas privadas.

Para lograr estos objetivos se plantean las siguientes estrategias de actuación,

1. Caracterización geográfica de la cuenca, con especial atención en los temas de riesgo y vulnerabilidad, para identificar sus posibilidades de desarrollo.
2. Lineamientos municipales para el ordenamiento del sistema de centros poblados que integran la cuenca.
3. Elaboración de los planes de ordenación urbana de los poblados de mayor jerarquía y con mayor afectación por el evento natural.
4. Elaboración de agendas de actuación social y físico como instrumenta que guiará el proceso de reconstrucción y de desarrollo futuro, con la participación de gobernantes locales, comunidad organizada e instituciones públicas y privadas.
5. Instrumentación de un sistema de monitoreo y alerta temprana tanto físico como comunitario.

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AMÉRICA LATINA, UNA CONTRIBUCIÓN HISTÓRICA, AL DISEÑO URBANO GLOBALIZADO

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El continente latinoamericano, es un ejemplo del diseño urbano globalizado desde la época colonial, donde los Virreinatos tenían conceptos generales comunes que luego se plasmaron en Las Leyes de Indias, y su arquitectura renacentista se desarrolló gracias a la publicación de los Tratados de Arquitectura.

Lo anterior significó que excepto la capital del Virreinato de la Nueva España que se refundó sobre las cenizas de su anterior capital azteca, las demás ciudades capitales coloniales, en lo general fueron portuarias. Que estuvieran en la cercanía del agua era uno de sus requisitos, la traza ortogonal en cuadrados o rectángulos, siempre que el suelo así lo permitiera (en caso contrarios fueron ciudades irregulares), la plaza principal rodeada de los edificios también principales fueron normas comunes en todo el continente de habla hispaña, por lo que hoy podemos ver a ese pasado como global.

Si la globalización a semejanza de un globo, no tiene divisiones internas, consideramos al urbanismo virreinal como globalizado.

Y su arquitectura, también globalizada dado que se basaron en los textos que llegaron de España, como fueron los Tratados de Arquitectura, para sus construcciones principales como sus catedrales, sede religiosa; municipalidad, sede política y las viviendas con sus comercios en la fachada de las mismas, de manera densa una construcción junto a la otra, excepto en los inicios de sus fundaciones donde sólo se construían 4 solares por manzana.

Dicha retícula, en el transcurso del tiempo demostró ser eficiente, ya que las calles de tierra, empolvadas con lugares para atar caballos y el paso de carruajes, se transformaron en las calles empedradas y luego pavimentadas con semáforos que conocemos en la actualidad. Se las fue equipando con todos los servicios de drenaje, agua, electricidad y gas según fue transcurriendo el tiempo.

ACCESIBILITY AS A DETONATOR IN THE FORMATION OF NEW TERTIARITY CENTRALITIES

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Conducting studies of mobility, accessibility and transport is essential if we wish to analyze the formation process for new tertiary centralities in the Latin American cities. In a globalized society such as currently exists and in which a postfordist economic model prevails, there are tendencies to consider urban space as merchandise: it is thus vulnerable to being bought and sold, manipulated and situated in ways that most suit the interests of private developers. Such tendencies particularly affect new tertiary centralities which have been increasingly important in providing advanced services to production since seventies decade. In Guadalajara, a modification has been observed in the land-use structure which impels formation of the city-region and consolidation of the polycentric city model.

Accessibility plays a determinant role in the formation process of these new tertiary centralities, since it constitutes a significant element in decision-making: for selecting strategic placement within the city´s road structure; choosing the economic sector to which it is directed; as well as travel times which favor massive

automobile use to the detriment of pedestrian accessibility. These new tertiary centralities tend to be located on the city´s outer rings, offering better working, spatial, safety and environmental conditions, but creating a situation where the traditional centrality or historic center is abandoned. In this context, it will be important for governmental authorities at different jurisdictional levels to employ urban land-use planning in order to create an integrally efficient road structure, which takes all citizens into account and offers the necessary facilities and services for making our cities more equitable.

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THE IMPLICATIONS OF DEMOCRATIC PLANNING: GOVERNANCE, POWER AND THE STORY OF EL SALADO, MEXICO

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In the particular case of Mexico, the democratic planning agenda now has more expectations than ever before. These expectations are arguably due to long awaited political transitions occurring in 1995 and 2000, at state and national levels respectively. Liberal democracy finally seems to have emerged as a legitimate form of political system, following years of emerging legislations and participative discourses. Nevertheless, political analysts consider that the consolidation process of democracy in Mexico is still occurring. For them, what is important now is to look at the democratization process occurring at more localised levels in the form of 'social participation'. The initial assumptions in the urban arena are that democratic planning, understood as the participation of civil society in decision-making, is minimal and limited. However, there is little empirical evidence to assess the success or failure of the Mexican democratic planning system at the local scale and the extent of participation of stakeholders in urban planning processes.

The key questions that arise are what are the critical implications of democratic planning at the urban scale, and to what relative degree do these implications influence the extent of participation of stakeholders in land use planning?

This paper discusses findings from a PhD research project, drawing upon academic debates on communicative and collaborative planning approaches, and a critical perspective termed the 'dark side' of planning. It uses a case study of land use planning in the city of Puerto Vallarta in Mexico. The paper argues that the implications of democratic planning occur at the level of governance structures and at the level of individual social relations. At the structural level, however, it shows that instability that exists between the certainties of institutional arrangements and the values and discretionary practices of individual stakeholders. At this, the distorting influence of power relations as a socialisation process where different actors advance their interests, indicates that some stakeholders face barriers to effectively

participate throughout the planning process. These are not always easy to overcome nor to identify.

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La postmodernidad celebra la diversidad y pluralidad de experiencias que conforman el ecosistema urbano impactando la agenda de los planificadores a nivel mundial, desde donde emergen nuevos métodos y aproximaciones. El aquí y ahora (la "gestión visible" como imperativo para la legitimación política), se percibe como colección de fragmentos urbanos dispersos y múltiples microrredes de intereses y grupos que se reciclan e integran en diferentes guiones de la sociedad contemporánea y se representan territorialmente por la metáfora del archipiélago. La ponencia presenta los resultados de una investigación que califica a Maracaibo (Venezuela), como "ciudad archipiélago" y reflexiona sobre su impacto en el territorio e imaginario marabino. La fragmentación política-territorial de Maracaibo responde a la necesidad de profundizar el principio de subsidiariedad, democratizar la toma de decisión - acercar el poder al ciudadano - y reconocer el potencial urbano de la periferia. Con este propósito se realizo una investigación documental del periodo 1995 (primera división) y 2003 (segunda división propuesta) para analizar el proceso de fragmentación urbana de Maracaibo y se aplicaron cuestionarios y entrevistas a actores locales y regionales. Se concluye señalando que, la fragmentación de Maracaibo tiene potencial para dar respuestas innovadoras a la planificación urbana en Venezuela, superar la urbanización de la pobreza y transformar la periferia en ciudad, si es gestionada por un gobierno local inteligente apoyado en "planning by doing" y la "gestión visible", para generar confianza activa, paternariados públicos-privados y asociativos y corresponsabilidad entre actores innovadores del país e implantar políticas urbanas que estimulen y favorezcan la participación y coordinación

intermunicipal, para viabilizar la gestión sostenible y la gobernabilidad del archipiélago.

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LA ESTRUCTURA URBANA DE SAN SEBASTIAN DEL OESTE, MEXICO: RESCATE DE UN LEGADO CULTURAL.

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San Sebastián del Oeste es fundado en 1605 por españoles, en La Nueva España, como respuesta de la explotación y beneficio de las minas de plata. Ubicado en la Sierra Madre Occidental, Jalisco, México. Presenta una peculiar Estructura Urbana, porque se desarrolla a lo largo de una cañada, de sierra y montaña; donde refleja influencias de acontecimientos sociales, económicos y culturales que sucedieron desde 1605 hasta la Revolución de 1910. Bajo este escenario San Sebastián manifiesta su estructura urbana, mediante una jerarquía vial que integra 15 barrios y 4 cuarteles, con servicios y equipamiento: los cuales consolidan el poblado a través del tiempo, creando identidad en cada unidad territorial, dentro del contexto de la planeación actual.

La Estructura Urbana de San Sebastián es un fiel testigo de cómo los españoles instrumentaron estrategias para fundar y trazar poblados, villas y ciudades, bajo las Ordenanzas que el Rey Felipe II proclamó: "Leyes de Los Reinos de Las Indias" en 1573. El poblado refleja esplendor y decadencia, por la incomunicación que lo caracteriza, condición por la cual conserva tradiciones, cultura y patrimonio que actualmente son codicia de la promoción del turismo verde y especulación inmobiliaria.

La investigación pretende sensibilizar a la sociedad para considerar a la estructura urbana de los poblados, parte fundamental de la planeación. Además que, éste documento pretende ser de consulta, para implementar adecuadamente estrategias de desarrollo urbano, desde el sector público, sector privado, y sector educativo, para fortalecer la iniciativa de: Rescate Cultural de San Sebastián.

¿Cuáles fueron los primeros trazos, en la fundación de San Sebastián? ¿Y estos

trazos retoman las Ordenanzas de las Leyes de Los Reinos de las Indias?

¿A que obedece la estructuración urbana, de San Sebastián, integrada por unidades territoriales de Barrios, Cuarteles y Centro de Población? ¿A caso será por la economía, sociedad y cultura que participan en este desarrollo?

¿Ello obedece a la ley y reglamento, vigentes actualmente en el Estado de Jalisco? ¿Y si no fuera así, de que manera se tendrá que abordar el Rescate Cultural de una Estructura Urbana que prevalece hasta nuestros días, y se niega a perder su identidad?

Para despejar interrogantes, partiremos de la hipótesis fundamentada en:

Los factores sociales que se desarrollan en torno a una economía minera,

Condicionan una estructura urbana centralista en San Sebastián del Oeste,

Organizada por barrios que culturalmente mantienen una identidad.

La investigación es histórica, mediante fuentes documentales, que construyen una interpretación particular, como producto de confrontar datos, del espacio urbano y su relación con la economía, sociedad y cultura, que consolidan dicha estructura urbana.

Se utilizó el método deductivo, que plantea ir de lo conocido a lo desconocido. Mediante el estudio de planos históricos y levantamiento de datos en campo, encuesta, elaboración del plano actual, así como un levantamiento fotográfico.

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LA APLICACIÓN DE LAS TIC´S EN LOS PROCESOS PLANEACIÓN URBANA Y DE PARTICIPACIÓN SOCIAL

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Resumen:

El trabajo tiene como propósito principal la presentación del uso de las TIC´s en los procesos de planeación urbana, cuestionándose si están contribuyendo en una mayor participación social.

Se desarrolla en dos ámbitos, por una parte, el contexto nacional donde se tratan los principales planteamientos y mecanismos por los cuales el gobierno mexicano en sus distintos niveles y esferas de planeación pretende la incorporación de las TIC´s, para lo cual se considerarán el proyecto e-gobierno, las reformas a la Ley Federal de las Telecomunicaciones, el análisis de los sitios sectoriales de Desarrollo Social, Comunicaciones y Transportes y Gobernación. Por la otra parte, en materia especifica de planeación territorial, se lleva a cabo el análisis de los portales de los gobiernos del Estado de México y del Distrito Federal, así como del Municipio de Toluca y la Delegación Cuauhtémoc, identificando los medios a través de los cuales se propicia la participación social.

Las hipótesis del trabajo es: No obstante que en los procesos de planeación se han incorporado de manera acelerada la aplicación de las TIC´S, éstas han privilegiado el uso de sistemas de información geográfica para el manejo estadístico y cartográfico, así como para fines de consulta y de tipo recaudatorio, siendo restrictivo para la participación social activa en los procesos de planeación.

La temática es relevante para la educación y práctica de la planeación, porque supone cuestionar la aplicación de las TIC´s, al considerarla no sólo como una herramienta técnica que posibilita el manejo estadístico y cartográfico, sino como un medio por el cual se pueden abrir vías para una planeación más participativa.

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CIUDAD Y PLANEACIÓN: LAS NUEVAS REALIDADES EN PROCESO

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Los procesos de planeación, el modelo utilizado, en América Latina se encuentran inmersos en una crisis cuya esencia corresponde a: 1. Las contradicciones acumuladas en el proceso de desarrollo mismo como resultado histórico que han resultado en profundas desigualdades entre pobreza y riqueza. 2. La confrontación que articula el espacio tradicional con la especialidad moderna, la concepción del patrimonio edificado y la identidad y los cuerpos sociales locales. 3. La transformación de las comunidades latinoamericanas y la construcción democrática de los países en la fase de encontrar nuevas formas de gobernabilidad que legitimen las políticas urbanas. 4. La neomodernidad que se articula a la globalización y los cambios tecnológicos que producen nuevos escenarios urbano-territoriales. 5. Los cambios en los procesos productivos y de consumo en la sociedad global. 6. Contextos flexibles y dinámicos de las actuaciones urbanísticas y arquitectónicas. 7. La intensa especulación con el suelo urbano que rebasa todas las formas de planeación basadas en el zonning y en normatividades estáticas. 8. La expansión de las urbes (conurbación, metrópolis, cosmópolis, metapolis, etc.), bajo las reestructuraciones urbanas basadas en el surgimiento nuevas centralidades. 9. Los nuevos paradigmas fundamentados en el desarrollo científico que vinculan todos los procesos en una nueva complejidad.

El proceso de modernización urbana de nuestros países, en la ola del crecimiento y la industrialización, ha debido pasar cambios que no han podido controlar especialistas, normas y gobierno (el ritmo de su compleja trama social, cultural, política, económica), ni responder a las condiciones y problemas que acompañaron los cambios y necesidades que se dieron en la realidad urbana y territorial. La desagregación y la continuidad han dejado una huella cualitativa que los planes no

pudieron controlar. Desde diversas fuentes se puede estudiar este fenómeno. A pesar de lo realizado, con buena intención o no, nos encontramos ante una crisis del modelo y su metodología. Los intereses particulares han superado las propuestas de beneficio social y las opciones para modificar tal situación no aparecen. El primer obstáculo para encontrar nuevas vías esta en aceptar la exigencia del cambio. Las instituciones del estado, de gobierno se encuentran cercadas por los intereses especulativos. Los intereses privados, a los que favorece tal circunstancia, no cambiaran dadas las ganancias obtenidas. Debemos repensar la ciudad del siglo XXI, coOnsiderar otros imaginarios, atrever utopías. Las Instituciones públicas de educación superior tienen en esto un compromiso.

Las decisiones sobre la construcción de la ciudad del futuro en nuestro continente deben tener cada vez más un sentido democrático. La ciudadanización de las políticas sociales relativas a la ciudad y el territorio, se presentan como una posibilidad de pasar a otros estadios y rumbos, pasar de una democracia de propietarios a otra de ciudadanos.

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A CASA QUE EU QUERO OU A QUE ME OFERECEM, QUAL A CASA EU PRECISO?

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O presente paper é um recorte da dissertação de mestrado da autora e investiga a capacidade operacional das atuais políticas públicas habitacionais brasileiras - pautadas nas premissas da Agenda Habitat para a criação de espaços privados nas áreas de habitação popular - que sejam capazes de oferecer condições satisfatórias para o desenvolvimento sócio-espacial da comunidade e das famílias dos moradores das áreas atingidas pelas intervenções.

Partimos do princípio de que existem duas premissas essenciais para o desenvolvimento sócio-espacial: 1) a participação popular na definição do espaço que pode contribuir no desenvolvimento humano e 2) as intervenções devem corresponder ao modo de vida da comunidade alvo e interferir de forma positiva no sentido do aumento das suas expectativas de vida.

O desenvolvimento desse trabalho teve como base o conceito de liberdades humanas, concebido por Amartya Sen, que foi desmembrado neste trabalho nas concepções de cidadania, moradia condigna e participação popular em determina contexto. Para a aplicação desse método de análise foi escolhido o programa Habitar Brasil/BID, como estudo de caso, estudando o Plano de Desenvolvimento Local – Riacho Doce e Pantanal (PDL) em Belém - PA - Brasil.

O método de pesquisa necessitou do estudo dos documentos oficiais da Prefeitura sobre o PDL e de entrevistas com agentes envolvidos, especialmente moradores da área e profissionais da prefeitura de Belém, responsáveis pela elaboração dos projetos social e físico. A análise esteve voltada para o reconhecimento do modo de vida local, os espaços construídos pela própria população e a participação dos moradores nos processos decisórios na concepção da sua nova casa.

O trabalho revela a necessidade de amadurecimento do método utilizado pelos técnicos da Prefeitura Municipal local no trabalho participativo que leva a uma falta de conexão entre a habitação necessária, a existente e a projetada no plano,

indicando que a definição da habitação à população-alvo da intervenção corre o risco de fugir aos objetivos do plano e acabar por não contribuir para o desenvolvimento sócio-espacial da área.

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LA CONSTRUCCIÓN SOCIAL DE LA CIUDAD. REPRODUCCIÓN SOCIAL, RELACIONES ENTRE ACTORES, ESPACIALIZACIÓN Y ORGANIZACIÓN DEL TERRITORIO

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En la presentación se aborda el tema de la construcción social del espacio urbano en la Región Metropolitana de Buenos Aires. Dicha conformación es observada en el contexto de acción de procesos socio económicos específicos y, como parte de las transformaciones que se van produciendo, en la sociedad y en el territorio tomado como referencia, y que van articulando el orden social con el espacial en el período histórico considerado. En el centro de esas transformaciones, se encuentran aquellas que se producen en las relaciones y procesos de reproducción del conjunto de actores de esa formación social. La espacialización de esas relaciones de reproducción, en un territorio específico y en el marco de esos procesos socio económicos, son situadas por el autores de este trabajo en el centro del proceso de conformación del espacio urbano. El estudio tiene como referencia una de las áreas metropolitanas más grandes del mundo, la Región Metropolitana de Buenos Aires (RMBA). El análisis se realiza considerando a la ciudad como sistema complejo y su resultado es la caracterización de un nuevo mapa espacial en esa región y en esta área del Planeta con sus particulares rasgos históricos.

El objeto de la presentación es comunicar los avances concretos realizados en esta nueva línea de trabajo.

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METRÓPOLES LATINOAMERICANAS: CONVERGÊNCIA OU DIVERSIDADE NO PROCESSO DE PRODUÇÃO DO ESPAÇO?

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This paper presents the reserch results of an Phd thesis that examina the production of the urban space in the metropolitan regions of São Paulo, Buenos Aires and Mexico City: Firstly, it observes the historical formation of urban space patterns from the socioeconomic, historical, political and territorial dynamics which were dominant through the 20th century; secondly, with the help of cross-metropolitan comparisons, the transformation of these urbanization patterns are analyzed within the context of the global economic reorganization. The findings of this historical-comparative analysis are twofold. They show considerable diversity in the historical processes of the production of urban space, and different trends in recent transformations of urbanization patterns as well. On the one hand, Buenos Aires shows a deep break with the past, but, on the other, São Paulo has preserved its historical urbanization patterns, while Mexico City has registered changes of lesser importance. Thus, the common wisdom about a world wide convergence of global urban trends is criticized.

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LUIS BARRAGAN'S SUBDIVISION DESIGN: CONTEMPORARY RELEVANCE

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Pritzker prize-winning architect (the Pritzker is the equivalent for Architecture of the Nobel Prize), engineer and landscape architect Luis Barragan developed several exclusive housing communities in Mexico during the 1940's through the1960's. The most well known and financially successful of these are El Pedregal, Los Arboledas and Los Cubes, all located on the outskirts of Mexico City D.F. The development and marketing of El Pedregal has been well documented, but the design of this subdivision and the other two previously mentioned projects has not been studied in detail. Barragan found design ideas for his projects in unusual places. He was typical of the Mexican intelligentsia in the early part of the 20th Century. As was true of his contemporaries as well, his values were shaped by a renewed interest in Mexico's Pre-Columbian indigenous history and myths; and in modern art, architecture and literature. Influences included the work of Magritte, Le Corbusier, Marcel Proust, and magical realism. He was atypical of others of his generation regarding his conservative political stance, his interest in French and Mediterranean architecture and in sixteenth century monasteries, and his Catholicism. In addition, Barragan was an accomplished horseman who developed an interesting approach to his subdivision designs and in particular to the spatial sequencing of the subdivision layouts from his experience in horse competitions.

A worn volume with many relevant underlines is a 1934 book in Barragan's library, "La equitacion moderna y su metodologia" written by Gerneral Casillas. Curiously, one passage highlighted by Barragan encourages the incorporation of interesting variety to hold the attention of the participants of horse competitions. His subdivision's physical views focused, consequently, on water features, and also exhibited architectural elements that referred to his diverse cultural interests. These elements were placed in such a way as to maintain the viewer's interest and to move the participant through space. These breathtaking designs are world renowned and give us valuable models for the embellishment and enrichment of housing enclaves everywhere. This paper will use Barragan's library, book notations, design methodology and known and observed influences to analyze the layout and spatial sequencing of his subdivisions. It will contrast Barragan's subdivisions with others designed by his contemporaries. In this appraisal are sought features expressive of his unique individuality and of the cultural context from which it sprang. Here too are to be found vernacular forms of contemporary utility not only in their functionality but also in their capacity to resist the homogenizing uniformities that attend the obliteration of difference in a rapidly globalizing planning culture.

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HUMAN DEVELOPMENT, CITY AND CITIZENSHIP

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Since the final years of the twentieth century, contemporary Mexican cities have undergone a process of spatial segregation linked to growing social inequality and the constant striving for individual and collective liberties. Urban development has become detached from the idea of and project for the city, and from the concepts of sustainability and citizenship. Today's city is built piecemeal, assembled like a jigsaw puzzle within the road structure, with no consideration for environmental impacts, and fewer qualitative coexistence elements, which permit the integral development of the society inhabiting it.

As a social fact, the city "...is an adventure in freedom" (1), which is to say that over the course of humanity's history it has come to be defined as a locus of conflict, of social struggle and defense of human rights. However, cities are also command posts; spaces of such power play that they require ongoing defense if they are to be spaces for citizenship.

As a place for freedom and achievement of liberties, the city is necessarily linked to human development, understood as a concept which, in the reflective view taken by Amarty Kumar Sen, goes beyond "development" to mean the expansion of human freedoms: the human being's range of possibilities for being and doing, is considered as a fundamental factor in his or her freedom of choice. Thus, if "people's freedom to choose among different ways of life, in accordance with the objectives the individual pursues, indicates the performance of a society that respects and promotes the human value of its members"(2) then it is important to evaluate each society's level of promoting those individual liberties, and supporting citizenship.

The city is also an environment, understood as a relationship between society and nature (3), or "the set of natural and artificial or manmade elements which make possible the existence and development of those human beings and other living organisms interacting within a certain space and time" (LGEEPA).

In this sense, we consider the environment as influencing the aspirations, values and conduct of the population: thus, environmental characteristics are simultaneously the result and the determining factor of human development. The society's economic conditions determine the environmental characteristics of its habitat, and thereby they notably influence the three capabilities established as being fundamental to human potential: "the possibility of attaining a long and healthy life, the ability to acquire individually- and socially-valuable knowledge, and to have access to the necessary resources for enjoying a decent standard of living"1. In any case the question would be, if contributing to the qualitative development of the environment would impact the abovementioned capabilities and thus contribute to human development, and reclamation of the city as a place for engaging in citizenship.

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URBAN LAND PLANNING IN MEXICO: THEORY, RESULTS AND PROSPECTS (1978-2006)*

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The aim of this paper is to discuss which theories have supported the three different moments experienced in the field of urban land planning in Mexico since the second half of seventies during the last century, when urban planning became instituted. Identification and explanation of theories underlaying urban plans and programs will let us understand some of the achievements and obstacles of this process from its origins to the present.

The metodology will consist in an extensive literature review about urban planning theory, mainly related with land planning. Changes from planning to governance are examined, considering its influences over the land planning in Mexico during the diferent moments. The first stage is considered as the institution of urban planning and runs from 1978 to 1980; this represented a fugacious apogge of planning in Mexico when, ideologically, the State was still the only responsible of development. The second stage corresponds to the eighties,when both the mexican economy and the economic model marched in crisis and urban planning was literally abandoned. The third stage began at the first half of nineties; in opposition of the firts period the State has as central function to create a propitious environment for private investment. During this stage recent theories such as strategic planning and urban governance have been incorporated into the urban programs and city management.

Theory revision will be complemented with an analysis of different urban land programs executed in mexican cities in each stage, in order to describe their chatacteristics and results. Obviously, there are considered the institutional framework and the influence of international organisms such as HABITAT.

Finally there´ll be considered the new agenda and recents experiences about urban land management at Latinamerican level with the aim of generate alternative proposals for the mexican case.

The relevance of this exercise is to bring up to date the knowledge about urban land planning in Mexico. So, it is important in terms of education.

(*) This work is part of my doctoral dissertation whose title is "Globalization and urban land management in Mexico: the case of Cuernavaca, Morelos. I´ll be the first chapter.

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PROPOSAL OF PLANNING AND URBAN DEVELOPMENT FOR THE CITY OF PUEBLA

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The urban development in Puebla, Mexico, from the origin one has been satisfied under a scheme of Spanish tendency, with a planimetrica configuration that for a long time allowed to count on a stable order from the same nomenclature to its space physical relation in balanced form.

Nevertheless from the decade of sesentas of century XX, with the reinforcing of the road infrastructure and the establishment of new industrial developments, a strong demographic explosion by imminent regional and national immigration is generated towards the city, which implies great development spontaneous of neglected peripheral slumses and without a structural planning defined good.

In this dynamics, the work presented here, it comprises of the analysis that we are developing on the environmental degradation of the urban surroundings in the city of Puebla, In the present work we try to emphasize a series of proposals that allow to frame the program of planning and development of the urban structure of our city of Puebla.

We have considered which the set of actions that to date have been implemented in the process of of urban development of the different slumses, he is not the adapted one, thus the participation is made necessary of the set of professionals, the different social actors, the respective governmental authorities in its different levels from government in its respective areas of influence conformed like a whole.

Puebla, it presents areas of apparent space structural order in its development, but nevertheless it displays areas of totally anarchical development, areas in which the ground use is mixed anti-everything, areas in process of urban degradation due to the effects that I determine its own growth and suffer the positive and negative effects of the urban development like they present/display cities with similar characteristics in his conformation.

Nevertheless this form to make city cannot be continued conserving, since the effects are every time but depressing (single that now can be visualized with defined forms but, with effect or even with elegance without stopping being degrading) for the same population or denominated integrity - quality of life -, already at this moment are beginning to suffer the effects negative every time but determined by the lack of a planning that considers the integration of the set of physical-environmental factors, socioeconomic, political-administrative among others, which determine the balance of our medio.ambiente and that gradually entails to a constant degradation.

We presented/displayed general linimientos for the integral development of the slumses and its surroundings, under a general perspective to create conscience those who of some form we participated the planning and development of the different slumses.

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EL ESPACIO PÚBLICO EN LA REALIZACIÓN DE LA CIUDAD Y LA CIUDADANIA

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La ciudad latinoamericana contiene en su esencia, y partir de su eje central bajo el cual se originó la especificidad de su desarrollo colonial, luego republicano y más recientemente moderno, ha tenido como base primera de centro de conquista y polinuclear a partir del reconocimento de la Republica de Indios, en el espacio público - desde la plaza fundacional - hasta la ciudad fragmentada de la modernidad - el elemento estructural que le otorga a la ciudad un modelo particular, una identidad única, una morfología concreta y un relato abierto en la historia de su comunidad.

El espacio público se significa en el conjunto de la trama urbana, no solo como un espacio incrustado entre un cojunto articulado del macizo urbano que representan sus edificaciones, sino sobre todo como el lugar que articula las relaciones sociales y otorga armonía estética al proceso de realización de los individuos que la habitan, vinculando asi mismo los hechos cotidianos y las funciones que se requieren para la existencia material de una comunidad concreta.

Pero sobre todo el espacio público contiene la esencia de la formación histórica de la sociedad/cultural que la produce, en un largo recorrido histórico que fue dando paso a una concepción de pertenencia, al hecho mismo de convertir a los habitantes de una ciudad en personas y cuerpos ciudadanos, en el que se concentran las particularidades y valores de lo propio, lo mismo que los valores universales que en conjunto se enlazan como unidad en la transformación contínua de la ciudad y sus espacios, de las categorías y formas de vida.

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METROPOLITAN REFORM IN MEXICO CITY: THE CONTINUOUS CHALLENGES

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This paper focuses on an overview of the actual metropolitan coordination arrangements in the Metropolitan Mexico City, the largest of North America with 18.3 millions inhabitants in 2000. The metropolitan area is highly fragmented not only in physical, social or economic terms, but also in the government and administrative matters. This includes the Federal District (with 16 quasi local governments called "delegaciones"), state of Mexico with 58 municipalities, the state of Hidalgo with one municipality, three local legislative bodies, the Federal Government and Congress; all without a single agency that coordinates the public choices.

This situation is not exclusive for Metropolitan Mexico City: international experiences provide evidence that the organization of metropolitan areas are not a resolved issue.

From my point of view the main reasons that explain this lack of agreements in metropolitan issues are: 1) the application of metropolitan models normally complicates even more the government structure instead of simplifying it; and 2) it implies a redistribution of power, which generates resistance over different aspects including public powers that organise government.

The article main theme is to confront the principal models of metropolitan government around the world from a political, fiscal and financial perspective, to evaluate the options available for Mexico City. This goal needs to take into account the tension between the metropolitan and local scales, now that the most developed and influential tendency is to empower the local government in detriment of shared and coordinated governmental alternatives.

This work is the basis of my doctoral proposal in the Universidad Nacional Autonoma de Mexico.

The key sources from this research are the analysis of mexican laws in the federal level and bibliography from experts in the field, most of them americans.

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URBAN REGENERATION IN MONTERREY, MEXICO

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The international planning agenda assumes that urban development of the XXI century city is a strategic exposure of themes developed through a mixture of high density, sustainable urban environment based on a series of cultural mixtures in large cities in countries with less inhabitants all held together by a virtual reality and a new civic structure based on an relationship between small electronic devices such as the I- Pod and each individual of the society. Never the less, professionals working with the city in less developed parts of the world experience another reality of the development and regeneration of the urban space. Worldwide exists a large numbers of cities with more than a million inhabitants and without any special characteristics, parts of countries where there is a limited budget for regenerating the urban environment. These are large cities, hardly known outside the region, where poverty, land- speculation, poorly designed public spaces and increasing security problems are the reality of the urban context Monterrey, México is such a city. Situated 250 km south of the border of Texas, it is a city that has grown from 1 million inhabitants in 1970 to 3.5 million in 2005. This population growth, partly related to the immigration to the United States of America, has generated that the city is growing fast and that its 9 municipalities are spending all their budgets in

providing basic infrastructure and housing by the city-limits and are unable to designate resources on regenerating the existing cityscape. The result is that many places inside the city are being left without a necessary urban regeneration. With the changes of the use of the public space due to the current technological development there is reason to believe that the need for urban regeneration will grow over the next decade making it urgent to discuss and design affordable ways to regenerate urban space in cities where the central parts is being left because of the development of the suburbs. Internationally there are various ways of approaching urban regeneration from the Bilbao- methodology of regenerating the whole city through one single architectural masterpiece; to the social democratic model of maximum citizen participation on each project in Scandinavia; to methodologies like Design through Environmental Design trying to solve the social problems of the city trough a set of rules for design of each area. The Engineering Division of the Monterrey Tec through the Architectural Department at campus Monterrey is in the beginning of an investigation process to analyze these urban areas in order to understand how implement a way a regenerate urban areas in a sustainable way and to do it according to the Mexican cultural context. The aim of this paper is to present the first results of this programme both the academic and the investigation approach.

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INNOVATIONS IN DECISION-MAKING PROCESSES FOR SUSTAINABLE URBAN PROJECTS

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The central focus of our presentation is the analysis of the implementation of innovative processes of intervention on urban spaces aimed at organizing sustainable urban living conditions. We are particularly interested in the questions raised by the concrete application of devices aimed at linking up the three dimensions – economic, environmental and social– considered as the pillars of sustainable development. We concentrate our research on three major elements of this evolution, namely: (1) the enlargement of the decision-making circle to include non-traditional actors (NGOs, civil society, private sector, researchers); (2) the information shared during the decision-making processes, particularly scientific and technical knowledge which is essential to bridge the gap between experts and citizens; (3) the transformation of institutional frameworks, norms and regulations, allowing us not only to reflect on alternative solutions but also to implement them. Thus, our research will aim to analyze the diversity of decision-making processes as an "arena" in which different logics and values are able to co-exist. From this perspective, we focus on what appears to be the central issue here, the question of participation. We conduct our research by focusing particularly on local urban projects, self-proclaimed as "sustainable", and innovative because of their approach and methodology , evaluating these innovative dimensions in urban projects based on

case studies in Central America and South America. Beyond those projects, frequently considered as "pilot experiences" at local level, we wish to study the conditions which enable them to remain innovative despite their generalization and replication. We hope to achieve this goal by understanding the needed process to evolve: a)from the innovative pilot experience to its generalization, in the shape of "ordinary" practices of actors involved in urban development; b)from the case study reflecting local specificities to the identification of conditions likely to favor the replication of innovation in different contexts. The goal of this presentation is therefore to identify the potentials but also the limits of participatory decision-making processes and to analyze the necessary conditions for the generalization of these processes. The project will thus analyze the fundamental tension between "innovation" and the institutionalization needed for its replication.

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ESTRUCTURA Y DINAMICA URBANA EN EL ESTE DEL AREA METROPOLITANA DE CARACAS.

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En el Area Metropolitana de la ciudad de Caracas, a partir del decreto de Desconcentración Industrial, se mudaron a otras ciudades del interior las industrias consideradas pesadas y contaminantes. En términos de estrategia de desarrollo regional y de generación de empleos en otras zonas del territorio nacional, se puede considerar como un importante logro. Sin embargo, la ciudad para su supervivencia requiere de un equilibrio entre los diversos subsistemas que operan en su territorio y un adecuado funcionamiento de sus interrelaciones. Es así como se reconoce que las unidades organizativas que motorizan el desarrollo urbano son las empresas públicas o privadas dedicadas a la producción de bienes y servicios que generan a su vez decisiones de consumo, producción y distribución.

En la actualidad la dinámica urbana del sector en estudio se caracteriza por un proceso de invasión-sucesión, que ocurrió primeramente en sectores residenciales (transformación de viviendas en comercio, comercio industrial y pequeñas industrias) debido a la economía de escala generada por las grandes industrias existentes en el sector y por un entorno de población residente en busca de mas y mejores servicios.

De esta manera, la presión que actualmente presenta la zona de estudio para la ampliación de la capacidad instalada dedicada al apoyo de bienes y servicios producidos dentro del sector, así como el aumento de la actividad empleadora, compuesto por una variedad de agentes que conforman el subsistema económico implantado en esta zona, son los elementos de estudio para el presente trabajo.

La importancia de este trabajo reside en conocer mejor el comportamiento de este importante sector de la ciudad que forma parte del sistema metropolitano y cuya afectación como componente del Area Metropolitana de Caracas, tendrá consecuencias significativas en su estructura y en el patrón de usos del suelo.

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PLANNING OF POLYCENTRIC URBAN DEVELOPMENT IN LATIN AMERICA: IS THERE SOMETHING TO LEARN FROM EUROPEAN EXPERIENCE?

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Urban landscapes in advanced economies of 'the North' (e.g. North America and Northwestern Europe) are more and more transforming from monocentric cities towards polycentric configurations on regional scale, with multiple nodes of employment, services and residential locations. In Europe, planners have paid growing attention to these emergent configurations since early 1990s. Recently, the emergence of polycentric urban configurations on regional scale is also perceived in Latin America, as part and parcel of the ongoing urbanisation process. Firm analytical-conceptual work on this matter is still lacking however, and the process appears in a considerably earlier stage than in the North. Provided these observations, the paper will address three interrelated questions: A) Can current metropolitan development in Latin America be interpreted as a pertinent move towards the emergence of polycentric urban landscapes on a regional scale?, B) If so, may we expect a 'convergence' of this development towards the metropolitan realities of the North?, and C) To what extent can urban and regional planners in Latin America learn from a decade of work and experiences in Europe how to deal with emerging urban polycentrism on their continent? The latter question imply that the paper deals with (possible) future planning practices in Latin America rather than with current practices.

To answer question A and B, the paper reviews signs of emergent polycentric structures in Latin American and compare these with developments in the North. Metropolitan development in Latin America is moving towards forms of polycentrism, but fundamental dissimilarities between both 'types' of urban societies most prob-

ably leads, at least for the time being, to distinct rather than converging polycentric forms. To answer question C, the great variety of visions and concepts as developed by European planners made us to decide to select one example of a European polycentric urban region that has received much attention by planners, the Randstad (Netherlands), as a primary benchmark. Against the backgrounds of the observed differences in societal contexts and forecasted dissimilarities (and similarities) with the northern type of urban polycentrism, the paper concludes with lessons that Latin-Americans can learn from European examples.

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PLANNING IN TIMES OF TRANSITION

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Since the World Congress of Planning Schools is to be held in Mexico City, it will be appropriate to have a serious discussion of planning issues related to Mexico City. That is why I propose to arrange for a roundtable – it deserves to be a plenary session – to be led by Mr. Marcelo Ebrard, who has served as the General Secretary of Mexico City Government, as well as Secretary of Public Security and Social Development. Mr. Ebrard has many years of experience in urban recontruction and planning in Mexico City. He is also closely associated with Mr. Andres Manuel Lopez Obrador, who is the currenty PRD candidate for the Presidency of Mexico. Mr. Obrador's campaign manager, Dr. Ricardo Monreal, who had served as the Federal Deputy Governor of Zacatecas, has also agreed to speak at the roundtable.

This roundtable/plenary will be chaired by Professor Bish Sanyal, Ford International Professor of Urban Studies and Planning at the Massachusetts Institute of Technology in Cambridge, Massachusetts, USA. Professor Sanyal is also the Director of MIT's Special Program in Urban and Regional Studies.

There will be two respondents to Mr. Marcelo Ebrard's talk.

The first respondent will be Professor Diane E. Davis, who is Professor of Political Sociology at MIT. Professor Davis has published extensively on various aspects of Mexico City's growth and planning, including the well-known book El Leviatan Urbano: La Ciudad de Mexico en el Siglo Veinte.

The second respondent will be Dr. Arturo Alvarado, Professor of Sociology at El Colegio de Mexico and currently a visiting fellow at the Special Program in Urban and Regional Studies at MIT. Dr. Alvarado is a scholar of Public Insecurity and the

Rule of Law in Mexico, and is currently editing a book on political change and the reform of the justice system in Mexico.

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not applicable

URBAN AND TRANSPORTATION PLANNING IN MEXICO CITY

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In this paper we shall present some of the conclusions of a research project undertaken during two years, together with the Massachusetts Institute of Technology, which included different topics concerning the relationship between urban development and transport in Mexico City, and how urban and transportation plans have affected this relationship.

After describing how urban development took place since the 50s, and how transit problems became more and more acute, the presentation will focus in the second part of the research project: a comparative evaluation of urban development and transportation plans and programs in the Metropolitan Area of Mexico City, to be able to evaluate their congruence and effects on the organization of urban space.

The methodology used for this presentation included: 1) a comparative analysis of urban and transportation plans and programs for the Federal District, the State of Mexico and at the Regional Level, using a common analytic scheme; 2) a bibliographic research and, 3) interviews to public officials involved in the preparation of those plans.

We could observe that central strategies concerning urban planning included urban sprawl, territorial organization and decentralization to other cities in the country, and that transportation main problems cited in the different plans were more or less the same (as the failures of public transportation and the excessive use of private cars) although new issues appear in more recent plans, concerning the environment, subsidies and financial problems. Most of the important transportation projects were not a consequence of the studies undertaken in these plans as they include actions decided out of the planning process, validating decisions responding to private interests

Other important issue concerning the Metropolitan Area of Mexico City is the existence of irregular settlements and a huge illegal city where the relationship between urban development and transport are different.. We shall then finish our presentation using some important conclusions of a field work undertaken in the southern part of the Federal District which shows transportation problems in irregular settlements.

As to the relevance of the work to planning education, it may clarify which are some of the real problems planners confront when trying to coordinate different levels of government intervention and aspects of territorial planning, and which are the connections between planning processes and real social situations in a big Latin American metropolis. Some theories related to urban and transportation planning produced in developed countries, which cannot not be easily applied in our cities, will also be discussed.

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PREPARING TO PLAN: COLLABORATIVE PLANNING EFFORTS IN MONTEVERDE, COSTA RICA

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Conversations about collaborative planning and consensus-building reflect a commitment to including multiple and often conflicting viewpoints in planning processes. Planners underscore the importance of broad community participation, recommending a broad and representative spectrum of what are typically referred to as community stakeholders. The research on collaborative processes acknowledges the challenges inherent in bringing different people together to discuss often complex and abstract ideas. However, collaborative processes offer opportunities to participants, even when participation does not lead to consensus or direct action. Less understood is whether these opportunities depend on assembling diverse community members from the onset or beginning with a small group and expanding outward. These issues may become even greater when there is little government or regulatory infrastructure to depend on. Drawing from semi-structured interviews with community stakeholders and participant observation of an ongoing planning process in the community of Monteverde, we offer that collaborative processes may be better started by small special interest groups, committed to a particular agenda that recognizes the importance found in collaborative work.

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AUTHOR INDEX

A

ABBOTT, John 189
ABDEL GALIL, Rania 451
ABER, Jasmin 145, 146, 147
ABRAMO, Pedro 51, 58, 553
ACSELRAD, Henri 373, 485
ACHE, Peter 3–49
ADLER, Moshe 4–49
AFRAKHTEH, Hassan 531
AGDUMA, Sharon 23
AGUILAR, Ismael 403
AGUILAR-BENITEZ, Ismael 487
AHN, Kun-Hyuck 253
Al, Ning 452
AKAR, Hiba Bou 67
AL-KODMANY, Kheir 519
ALAIN, Motte 231
ALBRECHTS, Louis 4
ALEGRIA, Tito 404
ALEXANDER, Ernest 190
ALMANDOZ, Arturo 173
ALTERMAN, Rachelle 423, 424, 428, 435
ALVARES, Lucia Capanema 103
ALVES DE OLIVEIRA, Josiane 500
ALVES JUNIOR, Sinesio 123
AMATI, Marco 183
AMBORSKI, David 425
AMDAM, Jørgen 532
AMDAM, Roar 5
ANDRADE, Jose Celio 485
ANGOTTI, Tom 148
ANTHONY, Jerry 51
APONTE-GONZÁLEZ, Félix 497
ARANTES, Pedro 6–49
ARCE, Carlos 405
ARCHIBUGI, Franco 406
ARIAS, Silvia 453
ATHANASOPOULOU, Evanthia 454
AUDIRAC, Ivonne 124
AUDIRAC LASS, Henri 124
AVILA, David 454
AZIMZADEH, Mir 271

B

BAE, Minki 455
BAHL, Deepak 455
BAKALIAN, Alex 492
BALDUCCI, Alessandro 7–49
BALSAS, Carlos 149
BALTRUSIS, Nelson 52
BANAI, Reza 45, 191
BANERJEE, Tridib 191
BAPTISTA, Idalina 7–49
BARANDA, Bernardo 317
BARBER, Austin 231
BARBOPOULOS, Nikos 345
BARKER, Adam 533, 534
BASTOS, Ana Paula 535
BATEY, Peter 233
BEARD, Victoria 374
BEARD, Victoria A. 373
BEATLEY, Timothy 456, 548
BECERRA-CORDOBA, Nancy 457
BEJLERI, Ilir 340
BEKHOR, Shlomo 321
BELANGER, Helene 150
BELLO, Gustavo Cruz 142
BENFATTI, Denio 163
BENÍTEZ, Adrián 232
BERIATOS, Elias 192, 458
BERNEY, Rachel 459
BERRIGAN, David 520
BERTOLINI, Luca 193
BETANCUR, John 8–49
BHARGAVA, Vishal 460
BHARTI, Madhu 68
BIONDI, Stefania 554
BLAKELY, Edward 9–49
BOGIAZIDES, Nick 317
BORGES, Ana Marta 277
BORNSTEIN, Lisa 10–49
BOSE, Mallika 519

BOSSARD, Earl 125
BOSWELL, Michael 194
BOUNDS, Michael 69
BOUWMAN, Mirjan 495
BRAND, Peter 461
BRANDELLERO, Amanda 272
BRICEÑO, Roberto 58
BRIGHT, Elise 70
BROWDER, John 457
BROWN, A L 318
BROWN, Alison 11–49
BROWN, Peter 233
BROWNILL, Sue 104
BROWNSON, Ross 520
BRUIL, Willem 426
BRUNO, Francesco 12–49
BURKE, Matthew 318
BURMIL, Schmuel 462
BURNETT, Carlos Frederico 12–49
BUSTAMANTE, Carlos 375
BUTUHY, Julio 277
BUXTON, Michael 241
BYRNE, John 88

C

CABRAL, Joao 234
CABRAL, Renata 299
CACERES, Eduardo 235
CALDERON, Julio 58
CALDWELL, Wayne 427
CAMILLO PENNA, Manoel 500
CAMPBELL, Heather 451
CAMPOLINA, Clélio 174
CARDOSO, Ana Cláudia 535
CARMON, Dafna 428
CARMON, Naomi 70
CARMONA, Matthew 273
CAROLINI, Gabriella 555
CARPENTER, Juliet 104
CARRIÈRE, Jean-Paul 406
CARRILLO-HUERTA, Mario 556
CASARIEGO, Joaquin 319
CASTRO, Pamela 497
CERVANTES-BORIA, Jorge 71
CLARK, Thomas 429
COLMENARES, Abner 498
COLUCCI, Angela 463
CONCEPCION, Carmen 464
CONDELLO, Annette 186
CONNOLLY, Priscilla 53
CONTRERAS, Verónica 92
COOK, Jessica 519
COSTA, Geraldo 354
COSTA, Heloisa 464
COTELLA, Giancarlo 275
COULOMB, René 553
COUNSELL, David 244
COUTINHO MARQUES DA SILVA, Rachel 430
CRAVINO, Cristina 58
CRECENTE MASEDA, Rafael ... 126, 485
CROT, Laurence 376
CUNNINGHAM-SABOT, Emmanuèle 377, 389

CH

CHACON, Rosa 556
CHAKRAVARTY, Surajit 195
CHAN, Roger C K 236
CHANTHY, Lay 480
CHAPMAN, David 273
CHAPPLE, Karen 341
CHARLTON, Sarah 237
CHAVEZ-DE-ORTEGA, Estefania 353
CHEN, Zhiyu 238
CHETTIPARAMB, Angelique 196
CHO, Deokho 455
CHO, Jaeseong 239
CHO, Satoko 72
CHUSID, Jeffrey 274

D

DA VEIGA, Jose Eli 377
DANDEKAR, Hemalata 73
DANIERE, Amrita 378
DAVID, Peter 543
DAVIS, Diane 379
DAVOUDI, Simin 13–49
DE GRAAF, Robin 431
DE JONG, Bart 151
DE JONG, Martine 536
DE PAOLINI, Marco 568
DE VRIES, Jochem 407
DEAS, Iain 537
DEDEKORKUT, Aysin 538
DEGUCHI, Atsushi .. 72, 85, 490, 538
DEL PONT, Martha Marcó 558
DEMERUTIS ARENAS, Juan Angel .. 432
DEMIRES, Basak 54
DESJARDINS, Xavier 242

DEWAR, Margaret 152
DEWULF, Geert 431
DIAS, Leila 499
DIAZ NUÑEZ, Veronica Livier 558
DIAZ PADILLA, Raul 559
DICK, Eva 74
DILLINGER, Thomas 415
DIMITRIOU, Basil 197
DO, Hau 355
DOAK, Joe 198
DOAN, Petra 539
DOKIC, Irena 408
DOMINGUEZ SERRANO, Judith 380
DOUCET, Isabelle 198
DOYLE, D.Gregg 75
DRENNAN, Matthew 546
DREWES NIELSEN, Lise 417
DUARTE, Rui 355
DÜHR, Stefanie 409

E

EGLER, Tamara 127
EHRENFEUCHT, Renia 175
EL JAOUHARI, Abdellaziz 356
ESAKOV, Liyat 55
ESTEVES, Otávio 133
EVERS, David 410
EWING, Reid 520

F

FABBRO, Sandro 411
FACCHINETTI, Marco 320
FALUDI, Andreas 412
FAUSTO BRITO, Adriana 56
FEDELI, Valeria 14–49
FENG, Cheng-Min 130
FENG, Ding 15–49
FERDMAN, Avigail 321
FERGUSON, Erik 46, 322
FERNANDES, Ana 381
FERRARI, Edward 76
FERRER, Mercedes 560
FERRETTI, Paulo 277
FISCHER, Karl 176
FISCHLER, Raphael 177
FIX, Mariana 153
FLORES, Sergio 142, 276
FLOREZ - DIAZ, Josefina 322
FLOREZ, Josefina 323
FOL, Sylvie 381
FONSECA, Ernesto 73
FONSECA, Marcelo 277
FRAGOPOULOS, Ioannis 39
FRANCO ESQUEDA, Ricardo 561
FRANGOPOULOS, Ioannis 440
FRANK, Andrea I. 357
FRANKLIN, Kevin D. 136
FREESTONE, Robert 179
FRENKEL, Amnon 278
FREY, Klaus 127, 500
FUBINI, Alex 324
FUENTES, Cesar 413
FULLER, Tony 428

G

GABER, John 105
GAFFIKIN, Frank 501
GAN, Jing 314
GARCÍA YERENA, Maria Luisa 558
GDESZ, Miroslaw 433, 434
GEPPERT, Anna 154
GERMAN, Miriam 521
GIBBS, David 515
GILBERT, Liette 310
GILS, Marcel 16–49, 205
GILLEN, Michael 240
GIOVENE DI GIRASOLE, Eleonora 465
GLICKMAN, Norman 77
GÓMEZ PRIEGO, Paola 142
GONÇALVES, Éber 133
GONZÁLEZ LÓPEZ, Sergio 562
GONZALEZ RIVAS, Marcela 155
GONZÁLEZ ROMERO, Daniel 563
GOODCHILD, Barry 78
GOODMAN, Robin 241
GOSPODINI, Aspa 192, 279
GOTO, Taichi 538
GRAUTE, Ulrich 413
GREENE, Fernando 502
GRIFFITHS, Emma J. 366
GROSS, Jill 17
GRUNAU, Jens-Peter 199
GUALINI, Enrico 18
GUAY, Pierre-Yves 150
GUERRA, Elsa 379
GUERRA, Simone 289
GUHATHAKURTA, Subhrajit 45, 46
GUIDA, Giuseppe 465
GUIMARÃES, Danielle 564

GULLINO, Silvia 79
GUNDER, Michael 201
GUO, Zhan 325
GUTIERREZ, Juan Jose 201
GUTIERREZ, Simeon Carmona 570

H

HAGEN, Hans 128
HALKJELSVIK, Kolbein 540
HALL, Stephen 242
HAMBLETON, Robin 19, 20
HAMNETT, Steve 164
HAN, Haoying 434
HAN, Sun Sheng 243
HANANEL, Ravit 435
HARPER, Thomas 202, 222
HARRISON, Philip 382
HARTLEY, Derrick 361
HARWOOD, Stacy 578
HASELSBERGER, Beatrix 415
HASHIMOTO, Shizuka 21
HAUGHTON, Graham 244
HAWORTH, Anna 80
HAYAKAWA, Noriaki 248
HEBBERT, Michael 280
HEIKKILA, Eric 57
HERMANS, Evelien 466
HERRANZ, Joaquin 285
HERRERA, Salvador 405
HESS, Paul 281
HIBBARD, Michael 541
HILTGARTNER, Karin 436
HILTS, Stew 428
HILLIER, Jean 201, 203
HINDS, Alex 467
HIRSCHLER, Petra 105
HOCH, Charles 156
HOETJES, Perry 244
HOLSTON, James 229
HOPKINS, Lewis 204, 207
HORN, Christian 296
HORNE, Ralph 467
HOSCHOUER, Kristen 343
HSU, Kun-Jung 358
HSU, Ping-Hsiang 358
HUA, Ying 518
HUANG, Shu-Li 494
HUANG, Yi 81
HUATO, Román 469
HULL, Angela 204, 326
HUNER, Erin 223
HUNTOON, Laura 136, 542
HURLEY, Joseph 468
HUSTON, Simon 88
HUYS, Menno 205

I

IBARRA, Valentín 577
ILMONEN, Mervi 282
INAM, Aseem 283
INGALLINA, Patrizia 284
INGRAM, Helen 23
IRACHETA, Alfonso 58
IRAZABAL, Clara 89, 383
ISUNZA, Georgina 206

J

JACKSON, Maria-Rosario 285
JANIN RIVOLIN, Umberto 416
JANSSEN-JANSEN, Leonie 437
JENKINS, Noah Temaner 303
JENSEN, Anne 417
JESPERSEN, Per 417
JONAS, Andrew E G 516
JOURDAN, Dawn 106
JUNG, Bomee 82
JUNG, Juchul 469

K

KABWASA-GREEN, Florence 285
KALABAMU, Faustin 384
KALAMAROS, Alexander 245
KAMEL, Nabil 471
KAMETE, Amin 22
KANGASOJA, Jonna 157
KANONIER, Arthur 436
KAPADIA, Oormi 470
KARADIMITRIOU, Nikos 83, 198
KARUPPANNAN, Sadasivam 59
KAVARATZIS, Mihalis 158
KAWABATA, Mizuki 327
KAZA, Nikhil 207
KEMENY, Thomas 503
KHAN, Shahed 483
KIM, Annette 438
KIM, Soobong 522
KING, David 328
KING, Lester 472
KLEMENTSCHITZ, Roman 317
KLOOSTERMAN, Robert 308

KNIGHT, Ian 88
KOHTE, Maya 286
KOLNICK, Kathy 177
KOMBAITAN, Benedictus 341
KOO, Chamun 239
KORTHALS ALTES, Willem 439, 446
KRUECKEBERG, Donald 448
KUDVA, Neema 385
KUMAR, Sandeep 107
KWON, Wonyong 239

L

LAHERA, Virginia 359
LALENIS, Konstantinos 440
LAMBREGTS, Bart 504
LANGELAND, Anders 329
LAPINTIE, Kimmo 208
LARA-VALENCIA, Francisco 418
LARANGEIRA, Adriana 60
LARSEN, Kristin 179
LASCHETSKI, Klemens 485
LEARY, Michael 287
LEE, Chanam 522
LEE, Juhee 455
LEE, Likmeng 288
LEE, Wan—Kai 247
LEE, Woojong 239
LEIBENATH, Markus 407
LEINFELDER, Hans 543
LEJANO, Raul 22
LEON GOMEZ, Noemi 108
LESSARD, Marie 360, 491
LESTER, Bill 341
LI, Hua 159, 267
LI, Jianling 330
LI, Pang 128
LI, Ze 24
LIGGETT, Helen 229
LIM, Yokemui 288
LIMA, Evelyn 289
LIMA, Jose Julio 535
LIMONAD, Ester 245
LIN, Chien-Yuan 246
LIN, Feng-Tyan 129
LIN, Jen-Jia 331
LINZER, Helena 493
LIRA, Flaviana 299
LIU, Cathy Yang 84
LIU, Gang 312
LO PICCOLO, Francesco 544
LOMBARD, Melanie 25
LOMBARDO, Juan 565
LONDON, James 473
LOO LEE, Sim 441
LOOYE, Johanna 505
LOPEZ, Maria 85
LOPEZARAIZA, Delia 474
LOW CHOY, Darryl 545
LOW, Nicholas 209
LUNA, Laura 142
LUNDGAARD, Jacob 417
LUTZ, Jane 290
LYNCH, Barbara 548

M

MACDONALD, Heather 109
MACEDO, Joseli 291
MACLAREN, Virginia 480
MACPHERSON, Kerrie 523
MADY, Christine 25
MAGINN, Paul 110
MAIER, Karel 180
MAJOOR, Stan 247, 261
MALFITANO, Chiara 296
MALONE-LEE, Lai-Choo 475
MANVILLE, Michael 328, 546
MARCIANO, Richard 130, 136
MARCH, Alan 209, 442
MARQUES, Maria João 43
MARSDEN, John 233, 361
MARSHALL, Nancy 371
MARTENS, Karel 331
MARTINEZ, Roger 524
MARTINEZ-FERNANDEZ, M.Cristina 160
MARTINHO, Graça 43
MARTOUZET, Denis 210
MATSUURA, Masahiro 21
MATZKIN, Karin 566
MAYA PEREZ, Esther 71
MAYERHOFER, Rainer 493
MCCRAY, Talia 332
MELLO, Cecilia 475
MENDES, Wendy 548
MENDEZ, Benjamin 26
MERCADO, Alejandro 506
MILAKIS, Dimitris 345
MILFONT, Magna 299
MILSTEAD, Terence 86

MILLER, Donald 476
MINH, Do 87
MINNERY, John 88
MINOR, Mark 343
MIRAFTAB, Faranak 27, 229
MIRANDA, David 126
MOCCIA, Francesco 477
MOECKEL, Rolf 131
MONNO, Valeria 211
MORAES, Sergio 362, 386
MORALES GALINDO, Isabel 546
MORALES SCHECHINGER, Carlos 507
MOREIRA, Graça 527
MOSHA, A.C. 333
MOTA, João 305
MOUAT, Clare 211
MOULAERT, Frank 212
MUELLER, Bernhard 525
MULLER, Joanne (Anneke) 387
MULLER, Larissa 388
MULLIGAN, Helen 146, 161
MUNASINGHE, Jagath 181
MURAYAMA, Akito 248

N

NAESS, Petter 250
NAHAS, Maria Inês 132
NAHUM ITZCOVICH, Pablo 553
NAPITUPULU, Gita Chandrika 167
NAPOLI, Grazia 251
NASR, Joseph 547
NDUBISI, Forster 182
NEUMAN, Michael 213, 478
NEVILLE, Jason 89
NGUYEN, To Lang 90
NIEMANN, Lars 292
NILSSON, Kristina L 214
NING, Deng 526
NISHI, Eiko 252
NISHIMURA, Yukio 306, 434
NISHIOKA, Emiko 91
NNKYA, Tumsifu 11–49
NORTON, Richard 443
NOVICK, Alicia 215
NOVOA, Leonardo 334
NUNES, Richard 507

O

O'CONNELL, Derry 293
ODENDAAL, Nancy 183
OH, Sunghoon 253
OKADA, Aya 508
OKATA, Junichiro 248
O'LEARY, Patricia 567
OLIVARES GONZÁLEZ, Adriana 568
OLIVEIRA, Vitor 258
OLIVERA, Guillermo 569
OLIVO, Ingrid 294
OLPADWALA, Porus 479
ORANJE, Mark 28, 264
ORTEGA, Ricardo 486
ORTEGA-CHAVEZ, German 215
OSLAND, Anna 29
OTSUKA, Noriko 111
OZAWA, Connie 479

P

PACCHI, Carolina 30
PAGONIS, Thanos 295
PALAZZO, Danilo 296
PALOMO, Armando 255
PALLAGST, Karina 254, 389, 390
PANG, Lei 134
PANTOJAS, Emilio 513
PAPA, Enrica 549
PARIAS, Adriana 58
PARIZEAU, Kate 480
PARKER, Gavin 183
PAYNE, Sarah 255
PEANO, Attilia 481
PELTONEN, Lasse 31, 32
PELLOW, David 136, 482
PENA, Sergio 419
PENA-RIVERA, Norma 135
PEREIRA, Maria 133
PERERA, Nihal 229, 392
PEREZ ANGELES, Juan Manuel 570
PÉREZ BOURZAC, María Teresa 571
PEREZ TORRES, Daniel 571
PERRY, David 509, 510
PESSOA, Denise 362
PETERS, Alan 109
PETRIE, Pattsi 112
PETROPOULOU, Chrysanthi 393
PEZZOLI, Keith 136, 256
PHAM, Cuong 257
PHAM, Loan 297
PHELPS, Nicholas 45
PHILLIPS, Rhonda 511

PIJAWKA, David 457
PINEL, Sandra 114
PINHO, Paulo 258
PIRACHA, Awais 483
PIZARRO, Rafael 394
POLYDORIDES, Nicos 216
PONCIANO, Niraldo José 552
PONTUAL, Virginia 299
PONZINI, Davide 300
PORSEN, Rena 573
PORTA, Sergio 336
PORTUGAL DA SILVA, Licinio 322
POZOUKIDOU, Georgia 137
PREVOT, Françoise Agnès 178
PROKOPY, Linda 492
PUENTE, Sergio 484
PULJIZ, JakŠA 408
PUPPIM DE OLIVEIRA, Jose Antonio 162, 420, 485

Q

QASIM, Mohammad 217
QIAN, Zhu 395
QUEIROGA, Eugenio 163
QUINTERO, Carolina 560
QUIÑONES HERRERA, Marcela 273
QUIROZ, Hector 363

R

RAAGMAA, Garri 550
RABINOVICH, Adriana 574
RACO, Mike 511
RAMIREZ, Maria Teresa Vera 570
RANDOLPH, Rainer 218
RAVETZ, Joe 136
RAYMER, Annalisa 33
REESE, Eduardo 553
REESE, Laura 512
REEVES, Dory 112
RESTREPO, Carlos 351
REYES, Mario 301
RIBEIRO, Jorge 527
RIBEIRO, Vera Lucia Santos 61
ROBERTS, Marion 301
RODRIGUEZ, Arantxa 553
RODRIGUEZ COBOS, Carlos 363
RODRÍGUEZ, Juan 92
RODRIGUEZ-ARRANZ, Alfredo 553
RODRIGUEZ-GARZA, Roberto 184, 575
RODRIGUEZ-VITTA, Francisco 553
ROEMER, David 125
ROFE, Matthew 164
ROMEIN, Arie 575
RONDA, Stéphanie 185
ROSSI-DORIA, Bernardo 544
ROTULO DECUADRA, Daniel Enrique 420, 485
ROUY, Celine-Sarah 296
RYAN, Brent 302

S

SADEAUX, Stephane 140
SADIK, Rula 93, 165
SAEY, Pieter 219
SAGER, Tore 220
SAIJA, Laura 220
SAITO, Kei 138
SALAZAR, Clara 259
SALET, Willem 444
SALLEH, Dani 335
SAMMER, Gerd 317
SANDOVAL, Juan 94
SANDOVAL URIBE, Alberto 124
SANDS, Gary 260
SANSEN, Marjan 551
SANTÉ, Inés 126
SANTIAGO, Luis 486, 513
SANTOS, Wilson 163
SANYAL, Bish 136, 364, 576
SAPHORES, Jean-Daniel 403, 487
SAVVIDES, Andreas 303
SAVVIDIS, Iakovos 440
SCALLY, Corianne P. 77
SCHAMI, Danielle 548
SCHAPER, Angélica 92
SCHEURER, Jan 336
SCHIAPPACASSE, Paulina 525
SCHILLECI, Filippo 544
SCHMEIDLER, Karel 337
SCHMID, Willy 128
SCHÖNWANDT, Walter L. 199
SCHREURS, Jan 304
SCHRIJNEN, Pieter 365
SCHTEINGART, Martha 577
SCHUILING, Dick 261, 443
SCHWEITZER, Lisa 338
SEARLE, Glen 34
SEHER, Walter 262
SEIDEL, Andrew 121

SERDOURA, Francisco 527
SGOURIS, Vassilis 317
SHACH-PINSLY, Dalit 278
SHANNON, Kelly 396
SHARMA, Utpal 396
SHATKIN, Gavin 166
SHEFER, Daniel 321
SHEN, Qing 327, 348
SHEN, Yu-Sheng 331
SHIKI, Kimiko 95
SHINOZAKI, Michihiko 138
SHOUP, Donald 328
SIEMBIEDA, William 491, 527
SILVA, Elisabete A. 139, 140
SILVA, Paulo 305
SILVER, Christopher 397
SINHA, Nabina 470
SKAYANNIS, Pantoleon 339
SKELTON, Ian 61
SKINNER, Caroline 397
SMOKE, Paul 398
SMOLKA, Martim 426
SOBRINO, Jaime 514
SOEGIOKO, Budhy Tjahjati 167
SOFHANI, Forqon T. 397
SONG, Jeanhwa 306
SORENSEN, Andre 444
SOTO, Paula 115
SOUZA, Maria Teresa 61
SOUZA, Paulo Marcelo De 552
SPENCER, James 515
SPERRY, Stephen 307
SPINA, Maurizio 488
SPRADLEY, Deandrae 340
SRIRAJ, P.S. 343
STABILINI, Stefano 141
STEIL, Justin 115
STEIN, Stanley 202, 221
STEINER, Ruth 340
STEINØ, Nicolai 222
STIFTEL, Bruce 223, 445
STOCKDALE, Aileen 533
STROMBERG, Knut 35
SU, Celina 36
SUÁREZ, Manuel 341
SUMPOR, Marijana 37, 408
SWEET, Elizabeth 116
SYABRI, Ibnu 341, 368

T

TAKAHASHI, Lois 378
TAKAHASHI, Mihoko 489
TAPIA, Luis A. Bojórquez 142
TASAN-KOK, Tuna 117
TAYLOR, Brian 338
TE BRÖMMELSTROET, Marco 342
TELLEZ MORALES, Blanca Rosa 491
THAKURIAH, Piyushimita (Vonu) 343
THOMAS, June 118
THORNLEY, Andy 38
THORSTEN, Rich 492
TIPMAN, Lisa 223
TIPPETT, Joanne 366
TODES, Alison 120, 399
TORRES, Daniel 23
TORRES, Juan 360
TORRES, Nilton 224
TORRES-RIVERA, Ricardo 497
TOVAR, Alba 92
TOWNSEND, Craig 344
TSOLAKAKI, Panagiota 39
TSUKAMOTO, Takashi 168
TÚ LUONG, Quyen 185
TUCNY, Ian 139
TURCOTTE, David 96

U

UGALDE, Vicente 185
UHM, Junga 528
UNALAN, Dilek 40
UNOKI, Chisato 490
UTENG, Tanu Priya 119

V

VAINER, Carlos 40, 169
VALLER, David 45
VAN BEMMEL, Janneke 367, 446
VAN BUUREN, Arwin 16
VAN DEN BROECK, Jef 42
VAN DER VEEN, Menno 437, 446
VAN DER WERFF, Merijn 308
VAN HUYSSTEEN, Elsona 28, 264
VAN RIJ, Evelien 447
VARGAS-HERNANDEZ, José 145
VASCONCELOS, Lia 43
VAZQUEZ-CASTILLO, Teresa 448
VÁZQUEZ-CASTILLO, Teresa 44
VENANCIO, Marluce 309
VENTURA BENTO, Nuno 356

VERNON, Christopher 186
VISSER, Jelger 225
VISWANATHAN, Leela 310
VLASTOS, Thanos 345
VOGHERA, Angioletta 481
VOIGT, Andreas 493
VOLLEBREGT, Alexander 311
VOUGIOUKAS, Manos 317

W

WAKEMAN, Wendy 492
WALCHHOFER, Hans Peter 493
WALKE, Jennifer 505
WANG, Lan 156, 312
WANG, Wei 170, 171
WATERHOUT, Bas 421
WATKIN, Thomas 97
WATSON, Vanessa 226
WEBER, Gerlind 265
WEBSTER, Chris 227
WEI, Dehui 347
WEINBERGER, Rachel 341
WEITH, Thomas 266
WHILE, Aidan 515
WHITAKER, Ana Maria 313
WHITTINGTON, Jan 346
WIECHMANN, Thorsten 400
WIGLE, Jill 62
WILLIAMS, Susana 63, 64, 98
WILLIAMSON, Amanda 120
WINARSO, Haryo 99, 368
WISSINK, Bart 171
WOOD, Andrew 45
WU, Chung-Tong 160
WU, Ti-Chia 247
WU, Weiping 516
WU, Zhiqiang 171, 267, 314, 369
WYATT, Ray 45

X

XIONG, Zhefei 245
XUAN, Liu 441

Y

YABES, Ruth 370
YANG, Xiaodi 518
YANG, Yan 315
YANG, Yizhao 268, 347
YEH, Anthony G.O. 269
YEH, Chia-Tsung 494
YEH, Ting Fun 316
YEUN, Belinda 100
YIFTACHEL, Oren 228, 229
YILMAZ, Bige 470
YU, Hong 369
YUEH, Yuh-Jyh 358

Z

ZANCHETI, Silvio 299
ZAPATA, Marisa 578
ZEELENBERG, Sjoerd 401
ZEGRAS, Chris 347
ZEHNER, Robert 371
ZENTELLA, Juan Carlos 46
ZHANG, Feng 348
ZHANG, Li 47
ZHANG, Ming 349
ZHANG, Tingwei 48, 401
ZHAO, Wei 101
ZHU, Jieming 402, 441
ZILBERSHTEIN, Gali 121
ZIMMERMAN, Rae 350
ZONNEVELD, Wil 48
ZUIDEMA, Christian 495

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ABSTRACTS

Planning for diversity and multiplicity:

A new agenda for the World Planning Community