

2nd World Planning Schools Congress

Planning for Diversity and Multiplicity: A New  
Agenda for the World Planning Community

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## 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 lengthily 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 (Ténnies), 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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BBR (2005). Raumordnungsbericht 2005. Bonn, BBR.

CEC (Commission of the European Communities) (2001a), European Governance: A White Paper., CEC Espo 2.3.2 Governance of Territorial and Urban Policies from the EU to the Local Level

[http://www.espon.lu/online/documentation/projects/policy\\_impact/policy\\_impact\\_146.html](http://www.espon.lu/online/documentation/projects/policy_impact/policy_impact_146.html)

## 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 (median 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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Anthony E. Boardman et al., *Cost-Benefit Analysis: Concepts and Practice*. Third Edition. Prentice-Hall, 2006. Frank Ackerman & Lisa Heinzerling, *Priceless*. The New Press, 2004.

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 its 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 helps people 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 of a vision is therefore to create a mandate for change. As, too often, we do not plan the “ideal” place but come to terms with the “good enough” place, this paper searches for a planning approach that enhances creativity in envisioning and makes it a real instrument for imagining and conceptualizing social and spatial transformations and different futures.

Visions must inspire; they must fire the heart 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 on 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 triggers aspirations in ways that energize actions. 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 action is merely a dream, but vision with action can change the world.

Bridging the gap between vision and action therefore 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 author's own experience in practice.

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#### THE GOVERNANCE TURN IN PUBLIC HEALTH

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#### Abstract

Several white papers and other national policy documents on public health in Norway describe the need for a new implementing structure based on partnership between the public, private and voluntary sectors, and partnership between national, regional and local levels, 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 had 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 public health work in Norway.

I shall collect my own empirical material from at least one county with the use of a questionnaire to key actors at regional and local level, by interviewing some of them, and by studying relevant documents such as 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 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 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 actions of the World Bank and the IDB (Inter-American Development Bank) 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, three approaches have been adopted: the analysis of institutional discourse, particularly with regard to 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, with the case of São Paulo as an example.

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

In practical terms, what has been promoted by urban projects financed through 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 are witnessing the transformation of parts of local governments—particularly those responsible for areas of the country that provide support to transnational businesses—into management structures increasingly trained to respond to major private interests while neglecting links with real democratic interests, as advocated by the doctrine of “good governance”.

While increasing external debts, these practices are presented not only as “best practices”, but are also 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 WITHIN 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 has been that of “one plan for one territory, for one authority”, we are now facing the need to conceive plans that affect territories overcrowded by fragmented authorities and in which the territory is frequently borderless and variable.

It must be observed that, in order to describe the new city region of Milan that has emerged from complex processes of transformation in recent years, we must consider an area that includes ten provinces with almost eight 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 legitimately be described as a genuine part of the Milan area.

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

In the case of the Strategic Plan for the Province of Milan in Italy, the Politecnico di Milano is trying to help the Province develop a planning process that deals with a series of uncertainties.

The paper will illustrate this experience and will focus in particular on two relevant governance problems:

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

Dealing with these two problems implies the construction of a new governance and planning culture, whose main aspects are illustrated in the paper.

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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 European Union. The 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 the 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 inherited from the dictatorship period.

This paper proposes to uncover why and how such a pattern has persisted for so 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, the 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 was perceived by the central government as producing better results than the current practices of municipal planning and governance.

The paper reports on how and to what extent agents involved in project implementation adopted 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, rather than simply 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. This analysis uses in-depth case studies of three POLIS cities, combined with 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 that promote or hinder the diffusion of novel governance experiences to new contexts, as part of the broader effort to understand institutional change.

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#### URBAN GOVERNANCE IN LATIN AMERICAN CITIES — THE GROWTH OF INFORMALIZATION

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This paper discusses 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 examines 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 alongside 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, the formal economy navigates between one and the other according to convenience. Such dynamics produce a hybrid system. The formal economy resorts to one or the other order when convenient, integrating itself into the alternative order of institutional violation and legitimizing it along the way.

The informal economy becomes a convenient mechanism for lowering working conditions and labour costs. These arrangements result in a "flexible" mixed order that pays lip service to institutional rules while simultaneously violating them continuously.

The paper ends with a discussion of the impact of this contradiction on institutional and social relations, the legitimacy of government regulation, and an economy that navigates back and forth between the two orders and forms of urban governance. The paper asks whether this type of flexibility in the system of regulation is required for 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 areas of 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 floodwaters receded and the evacuees were settled, a secret meeting was held in Dallas by New Orleans civic elites. These elites wanted to use the flood as a reason to rid the city of its lowest-income, and indeed crime-infested, areas by shrinking the city's footprint. Mayor Nagin was an early proponent of this plan and established 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 describes the planning process forged by civic elites and the grassroots reaction to these plans by local community groups scattered across the nation, who fought for their homes and their land. The paper catalogues, from an insider perspective, how planning tools have been arrayed against low-income citizens and how they are fighting back.

It also outlines opportunities for planners to assist in resisting this plan to dislodge the lowest-income residents from 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 to 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: they may reflect dominant approaches to framing problems while simultaneously creating small but 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, the paper also engages an often 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 highly 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 may be played out. In the battle for control of public space, urban elites usually prevail and the rights of the urban poor are often ignored.

Although the academic debate on the *right to the city* is well established, the concept of rights can create a new paradigm of urban governance that allows equal access for all urban residents to claim the city.

#### Approach

This paper draws together three strands of literature. The first strand concerns debates on human rights—rights to freedom of 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 are regulated by both 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 its campaign for decent work in the informal economy, and by the emerging global movements of street traders who are beginning to find a voice.

Taking examples from the developing world, such as the Brazil City Statute, and drawing on a case study of Dar es Salaam, the paper examines the achievements and challenges of an innovative rights-based approach to pro-poor urban governance, identifying lessons for the international policy agenda on urban management and democratic representation.

#### Relevance and key data sources

The paper is relevant to those interested in governance, conflict resolution, and improved urban management in cities of the Global South. It aims to strengthen the contribution of the planning profession to the international development agenda framed around the Millennium Development Goals and to rights-based approaches to urban governance.

The research draws on recent DFID-funded work 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 inclusive waste planning and management, public participation continues to play only a limited role. As a result, local communities often refuse top-down decision-making processes, for example those concerning the location of new waste treatment plants. A growing environmental awareness, together with the fear that such decisions might undermine efforts to promote competitive "green" local development, is increasingly at the origin of individual citizens' protests, the formation of grassroots movements, the mobilization of social and environmental NGOs, and the emergence of heterogeneous social networks that aim to contest and oppose what are perceived as top-down waste management schemes.

This is also the case in many local communities in the Apulian region of southern Italy, which had never been involved in waste planning and management decision-making

processes until recently, when for the first time the new government of the Province of Bari initiated a participatory waste planning process.

By involving both local key actors and citizens, the process aimed to gather common knowledge in order to define an innovative waste management strategy capable of integrating political, technical, and social issues and, in this way, avoiding the emergence of persistent conflicts. Nevertheless, opposition to any proposal concerning the localization of new waste treatment plants characterized the entire process.

In the mainstream literature, such refusal is usually interpreted as a manifestation of the NIMBY syndrome or described as “waste wars”. In this paper, I show how these two perspectives miss a crucial point. I propose an alternative interpretation based on the rise of local community resistance and contestation during the provincial waste planning process. I argue that the inefficacy of waste planning processes can be understood not only as a problem of participation but also as a problem related to the lack of mediation and argumentation in the new, seemingly open and inclusive, environmental decision-making contexts.

In particular, I argue for the need to reconnect issues of mediation with the “new modes” of governance that increasingly shape local development plans and policies. In order to promote participatory processes, it is necessary to reconsider the role played by argumentation in continuously changing and often uncertain 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 are events that demonstrate the tendency toward the democratization of urban life in Brazil. Such events also strengthened popular movements in two ways: by promoting their participation in the process of urban planning and management, and by requiring public hearings and debates involving representatives of 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, which has often been very authoritarian. Another is the mechanism of self-reproduction of the real estate market, which maintains a hegemonic position within urban life. Both are traditional components of the urban environment and are, to a large extent, responsible for the current model of socially

exclusive cities, as well as for the barriers that stand in the way of constructing the Participatory Master Plan.

This leads us to conclude that the possibility of including in the Master Plan proposals capable of overcoming the current process of social exclusion depends on the mobilization and participation capacity of those sectors of the population that have so far been excluded from the city. From this perspective, it is possible to say that the ability of popular movements to demand both better living conditions and the inclusion in the Master Plan of proposals that contribute to their effective social inclusion is decisive for the implementation of the *Statute of the City*.

As the national consensus expressed through the *Statute of the City* seeks to consolidate a new national urban policy, it becomes important to examine how traditional urban planning methods can be adjusted to these proposals and how the diverse social agents who act in the city can be included in this process.

In this context, several questions emerge: How do marginalized urban groups insert themselves into the universe of urban planning in general, and into the Participatory Master Plan in particular? What obstacles inhibit or limit society's participation in understanding, debating, and deciding urban issues? What real possibilities of participation and decision-making are opened for the population with the approval of the *Statute of the City*? In the process of implementing urban democracy, how do municipalities and business corporations that affect urban space react and behave?

*Drawn from an approved dissertation proposal.*

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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 construction of knowledge about urban environments, with those areas that have not been considered policy problems 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 underdevelopment of intellectual capital in this field. This overview sets 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 sections examine the interface between the technical and the social dimensions of knowledge production and knowledge transfer, as 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 inadequate in satisfying some of the rhetorical expectations that are often associated with it, expectations 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 the "collective-actor city" (Le Galés, 2003). In particular, it aims to question both the risks and the remaining possibilities of the "myth of the city" as a mobilising resource emerging from the resurgence of strategic planning throughout Europe, which is often based on an overly simplistic re-proposition of the notion of the "collective actor-city". In trying to represent themselves as "collective actors", through the rhetoric and action frames proposed by strategic planning, cities still seem to suggest a narrow interpretation of "autonomy" which does not fully address the increasingly interconnected socio-political, institutional, and actor-based dimensions of which they are part.
2. The paper proposes instead the urgency of a "relational" interpretation of autonomy, based on a perspective which:
3. (1) looks at territory as a non-intentional product of social interactions, where territory is not a given but rather the partial and temporary outcome of interactions between actors;
4. (2) considers publics not as pre-existing entities in relation to plans and policies, but as something that becomes constituted when there is a shared perception of a problem or resource;
5. (3) views territorial communities not as a given but as a possible by-product of planning processes.

Territorial communities emerge when groups or individuals become responsible for the production of public goods within a territory whose definition is strategic and changing,

as is the composition of the social aggregation that decides to address the problems at stake (Crosta, 2005; Amin, 2004; Healey, 2004).

6. This issue concerns both theory and practice. On the one hand, we need to find new ways to understand cities as possible collective actors; on the other, new ways to treat the city as a complex and relatively new form of actor, in order to ensure both legitimacy and effectiveness of action. Emphasising the “relational” dimension appears crucial for moving from forms of strategic planning based on comprehensive, hierarchical, and top-down approaches toward new forms that acknowledge cities as complex arenas of actors. These arenas are composed of multiple networks and affiliations where actors, roles, identities, and interests are constituted during the process, and where territories are strategic products rather than fixed dimensions.
7. The paper uses the Strategic Plan of the Province of Milan as a central case study. At the same time, it is based on a broader overview of strategic planning experiences active in the Italian context and their European references.

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#### WAKING UP ANOTHER KIND OF PARTICIPANT IN URBAN HERITAGE CONSERVATION: CHINA TODAY

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In China today, the government remains the strongest actor in all kinds of urbanization processes and construction. For instance, the major part of urban heritage conservation is financed by the government, while individuals and certain non-governmental organizations constitute only a very small part of the effort.

However, there are many conflicts between heritage preservation and urban development in China today. Additional problems arise when the government remains the only voice in decisions concerning preservation or redevelopment.

At the same time, there is an emerging and potentially strong tendency for non-governmental actors — including domestic and international organizations as well as individuals — to participate in the process of urban heritage conservation. This research therefore first analyzes the existing situation of non-governmental participation in heritage conservation, including the existing legal framework and the attitudes of the Chinese government and local society.

The study then seeks to propose constructive guidelines for government authorities on how to make full use of, and effectively regulate, this increasingly open conservation field.

Shanghai and several well-developed water towns of the Yangtze River region will serve as case studies.

This research forms part of my doctoral dissertation, which is currently at an early stage. The data will mainly be collected from government sources, the internet, and published books.

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#### DEVELOPING GOVERNANCE CAPACITY IN CONTROVERSIAL SPATIAL PLANNING

The Case of Harbour Development in Flanders and the Netherlands

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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 due to 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 distributed among a variety of actors (Kickert, Klijn, Koppenjan, 1997). Of course, this is not a typically Dutch problem; decision-making in many countries faces similar complexities.

Each decision-making process attempts to find ways to cope with this complexity. Many studies have explored the ways in which these processes lead to acceptable and realisable outcomes. However, much less attention has been given to the question of how such processes — which can be seen as searches for forms of “good governance” — also contribute to developing the capacity to deliver good governance in the future.

In other words, decision-making processes provide participating actors with a rich source of experience. They can use these experiences — in terms of factual knowledge, changed frames of reference, new preferences, and ambitions — in future decision-making rounds. The same applies to the experience they build up with the use of specific institutional arrangements, policy strategies, and related instruments.

In this paper we examine how two controversial policy trajectories in Dutch spatial planning result in increased governance capacity for the future. First, we conceptualise this concept using contributions from authors such as Chaskin, Innes, Booher, and Healey. We then present a short introduction to our cases: the deepening of the Western Scheldt (a complex decision-making process between the Dutch and Flemish governments) and the expansion of the Port of Rotterdam through new land reclamation in the North Sea.

These cases are described using the policy rounds model developed by Teisman (1999). We analyse how subsequent policy rounds result in growing (or diminishing) governance capacity. The paper concludes by identifying fruitful and less fruitful ways of developing governance capacity and outlining further research questions.

*Part of PhD research, drawn from approved dissertation proposals.*

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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 colour, the problems are magnified. In wards of concentrated deprivation, turnout has fallen below 20%. These are worrying signs, as history suggests that marginality — in the form of economic deprivation and social exclusion combined with 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 neighbourhoods (Gross, 1996, 1999, 2002). While African and Caribbean communities tended to have lower levels of voter turnout overall than other minority groups, participation increased when local democratic capacity was strengthened.

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 therefore be advantageous if the goal is to engage 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 have experienced economic restructuring, large inflows of immigrants, and socio-spatial segregation of ethnic groups.

Do different local institutional configurations correlate with differences in local voting behaviour 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 political 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, efforts to achieve more effective and integrated management of development at the city-regional scale have often led to the adoption of loose and largely voluntary cooperative governance arrangements.

These arrangements appear either as targeted, relatively well-defined ad-hoc collaborations — often involving multiple tasks and selective intergovernmental participation — or as more flexible, open, and "creative" multi-purpose arrangements. In the former case, a prevailing administrative attitude tends to restrict the range of policy options to less controversial issues. In the latter case, the relative opacity of access and participation modalities makes governance arrangements highly dependent on leadership input and liable to limited accountability and high instability.

Both interpretations appear to fall short of developing the strategic capacity required to address future-oriented and integrated development choices in innovative and democratic ways.

Governance experiences that attempt to develop such strategic capacity are therefore increasingly concerned with creating institutional settings that can provide stable conditions for collective choice. Accordingly, they emphasize the capacity of governance processes to provide "dedicated collective goods", tailored to the specific needs of a given area, while also achieving indirect outcomes by promoting relational settings that may enhance long-term abilities for collective deliberation.

At the core of developing strategic capacity in city-regions lies the need to strike a balance between organizational and institutional requirements — or, in other words, institutional design conditions — that attend to the relational context necessary to make the constitution of a "public space for strategic deliberation" possible, while at the same time recognising the processual dimension of institutional capacity building.

The main purpose of this 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 topic. It aims to reconsider the issue in light of recent contributions in the literature on strategic deliberation and democratization processes, as well as through an assessment of institutional models and governance settings in city-regions.

The underlying assumption is that there is a renewed need to “attend to the means” of policy innovation and democratization. This implies overcoming sterile confrontations between contrasting paradigms concerning influence and power in planning theory, and instead adopting a social-pragmatic perspective focused on 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 and informal processes of partnership and dialogue between local public and private stakeholders (governance) have become the key drivers of urban development.

This panel challenges this view. It examines whether a shift from urban government to urban governance is in fact taking place in four different continents and considers 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](http://www.uic.edu/cuppa/cityfutures)), the panel juxtaposes papers from different cultural settings. The scholars in the panel are actively engaged in research on urban governance in the United States, the United Kingdom, 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 this discussion are provided by case studies of urban planning and management in particular cities and countries, as well as by comparative analyses of city leadership and management in different arenas. The papers challenge the conventional wisdom about the shift from “government” to “governance” and argue

that, among other things, the power of the state remains a significant force in urban planning practice — and 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 therefore important for urban scholarship and for the broader debate on globalization, as well as for 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, drawing on local government experience in Europe, Australia, and North America, examines 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 with the looser processes of influencing and negotiating among local public and private stakeholders (governance).

The second debate concerns the nature of public services and competing ideas about how they should be organized and run. The traditional emphasis on the “public service ethos”, which stresses respect for the democratic process and citizen rights, is now challenged by approaches sometimes referred to as “New Public Management”. These approaches emphasize a more consumerist conception of the relationship between service users and providers.

These two shifts — or at least the debates surrounding them — are discernible in many OECD countries. It will be suggested that they have profound implications for both the nature of city planning and the nature of city leadership.

The paper suggests 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 argued that the effectiveness of city planning in the twenty-first century will be strongly linked to new conceptions of city leadership. Ways of linking modern managerial innovation with 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 research on Japanese civil society has revealed that Neighborhood Associations (NHAs) are an essential component of civil society in Japan. They contribute to the maintenance of social capital. Government agencies can rely on NHAs as a mechanism for consensus building within neighborhoods. Thus, government agencies often regard NHAs as a valuable instrument for participatory planning.

The role and structure of NHAs, however, have not been sufficiently studied in the context of participatory planning efforts in Japan. This paper explores the function of NHAs as proxies for local demands in participatory planning and identifies problems associated with their structure.

Two case studies were conducted in the town of Hatoyama and the town of Iide in 2001 and 2002 respectively, both located in urban fringe areas. In Hatoyama, the municipal government established the Northern Territory Revitalization Council (NTRC), composed of representatives of eight neighborhoods and town councillors living in Northern Hatoyama, in 1996 and asked the council to formulate a revitalization plan for the Northern Territory.

In Iide, the municipal government encouraged each Joint Neighborhood Association — a cluster of NHAs — to formulate a comprehensive plan beginning in 1987.

One of the authors conducted interviews with residents who played leading roles in NHA-based planning and with government officials responsible for these initiatives. The authors transcribed and analyzed the interviews qualitatively in order to explore:

- how representatives from each NHA were selected to organize a planning body,
- what roles were expected of the representatives, and
- to what extent these expected roles were fulfilled in practice.

The organizational structure and operation of the planning bodies were similar to those of NHAs in both case studies.

Three major pitfalls of NHA-based participation were identified:

1. Dominance of elderly males. Because only one person from each household could participate in NHA deliberations, elderly males often represented the interests of the associations.
2. Weak representation roles. Members of the planning body often did not take responsibility as representatives of their NHAs, partly because they did not clearly recognize themselves as representatives.
3. Limited stakeholder inclusion. Concerns of stakeholders outside the planning area were not incorporated because representatives were primarily selected from NHAs located within the designated planning area.

These cases from Japan illustrate the difficulty of designing participatory planning processes involving NHAs. NHAs represent a form of social capital that planners can utilize to understand community concerns. However, we contend that careful design of public participation processes — particularly the selection of members for deliberative planning bodies — is crucial for ensuring participation from a full range of stakeholders.

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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 cities and towns of "filth". In practice, this "filth" turned out to be the homeless and jobless sections of society who were illegally occupying urban spaces and putting them to unauthorized uses.

In the early stages of the campaign, the government effectively commandeered the planning systems of various urban centres to lead the operation. Among other things, planners were expected to provide convincing technical and legal explanations as to why the campaign was necessary and long overdue.

This paper grapples with this operation, whose explicit purpose was to "restore order" to urban settlements. Using available evidence, the paper examines the reasons for the

operation and the role of the planning system in rendering about 700,000 people homeless and/or jobless.

Reference is made to planning theorists who insist on examining the “dark” side of planning. The paper then raises the question of whether planning systems in the cities of Zimbabwe can be said to possess a “dark side”, or whether they 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 operates through the web of social relationships that exist in a place. These new modes of public administration represent an important addition to planning responses to so-called “wicked problems”. They also have the potential to respond to the multiplicity of interests and values present in any given place.

In contrast to models that characterize institutions as systems of rules, roles, and exchanges, the model presented here depicts institutions as primarily constituted through the active working and reworking of relationships. To do this, the authors expand on Gilligan’s concept of *care* (1982) and use it as a primary descriptor for institutions.

The fluid and open-ended nature of relationships tends to blur the formal characteristics of institutional systems — such as structure, rules, and formal roles. As an example, the authors illustrate the model of care by applying it to the evolution, unraveling, and restoration of resource management systems on the Turtle Islands in Southeast Asia.

This perspective echoes insights from the public administration and governance literature suggesting that relationship-based modes of governance require deeper study. Agranoff and McGuire (2001) argue that the classic bureaucratic mode of organization must give way to more emergent forms in which actors link across functions, organizational structures, and even geographic boundaries. Such arrangements are necessary if society is to respond effectively to “wicked problems”, where there are no clear technical or policy solutions.

In these situations, agreement emerges through the joint steering of courses of action that reflect the multiplicity of societal interests. The case study presented here — involving negotiations that balance ecosystem survival with the livelihood needs of local populations — exemplifies such conditions, where agreements must reflect a complex web of societal interests and relationships.

What becomes crucial in these situations is the facilitation of interaction among diverse program participants and the promotion of multiple channels of information exchange (O’Toole, 1997; Kickert, Klijn, and Koppenjan, 1999). The underlying idea is that decisions produced within these complex relational structures are often superior to unilateral decisions generated through traditional bureaucratic systems (Agranoff and McGuire, 2001).

In this article we therefore develop the concept of structures of care, which, while related to social network models of governance, differs both in its underlying assumptions and in its descriptive framework for these emerging forms of governance.

The approach responds to fundamental questions in planning theory: what new forms of governance are possible that can better address complex and intractable issues that have resisted traditional institutional solutions?

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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 triggered profound institutional changes that have brought about a new mechanism for urban development. The built environment evolves through urban processes that are shaped by institutional mechanisms. Urban growth has increasingly come to be led by market forces operating within social relations shaped by gradual institutional change.

With the retreat of the central state and state-owned enterprises from their previous dominant roles, newly emerged actors with different interests and roles in urban development have entered the process.

Using three projects as case studies, this paper explores several questions: Who are the actors in the new property market following institutional transition, and what roles do they play? What are their interests and how do they interact with one another? Finally, how are urban growth coalitions formed within a transitional institutional environment?

Central theme or hypothesis

Who are the actors involved in the urban development process after institutional transition? What roles do they play? What interests guide their actions and how do these actors interact with one another? How is an urban growth coalition formed?

Approach and methodology

The research underpinning this paper adopts the structure–agency model developed by Healey and Barrett (1990), which analyses interactions among actors in the urban economic development process and the socio-economic structures that shape their decisions.

Three urban development projects in Shanghai are examined as case studies:

- Taipingqiao (Xintiandi) Redevelopment Project
- Jing'an Huating Project
- Pingyang Project

Relevance of the work to planning education, practice, or scholarship

The study contributes to current planning practice in China. Planning regulations and rules in China primarily aim to control physical urban space. However, a fundamental question — who actually contributes to urban development — has received limited attention.

By focusing on how urban growth coalitions are formed, the research links physical and spatial planning issues with broader social processes. The study also seeks to identify the resources that different actors possess and the roles they play in shaping urban development.

Key data sources

Data are obtained from two main sources. First, documentary materials including government reports, propaganda pamphlets, and newspaper articles are analysed. Second, interviews with project managers and government officials help clarify the motivations and interests underlying the development projects.

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THE CONTRADICTIONS OF LEGITIMACY

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This paper explores some of the contradictions that arise in relation 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 a lack of other housing alternatives. A defining characteristic of such settlements is that they are initiated illegally or without planning permission.

This situation condemns both the 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 include a lack of stability and certainty for residents, which affects their ability to consolidate existing achievements or plan for the future (Everett 2001). Legitimation is therefore often seen as a positive development for informal settlements and their residents.

However, legitimation may not be unconditionally positive. This paper explores the hypothesis that legitimation is a more complex and contradictory process than is sometimes portrayed in the literature.

The paper examines both the positive and negative dimensions of legitimation for urban informal settlements. Increased legitimacy may lead to changes in the neighbourhood such as renewed house-building and improved basic services. However, it may also have counter-productive effects, such as pricing residents off the land, charging for substandard services, the loss of traditional customs, and the potential stagnation of community organisation due to the settlement's semi-legitimate status.

The diverse interests of different groups in maintaining this situation may lead to a condition of semi-legitimate "limbo". This may arise due to weakened organisational capacity among residents and the official perception that the settlement's situation is less urgent. The paper pays particular attention to the social and political dimensions of legitimation, which may be more important than spatial and legal elements (Huchzermeyer 2004).

Given that legitimacy is a concept that gains meaning in relation to other actors and institutions, these issues are explored using qualitative material collected during a research project in Cali, Colombia. The research focused on the perspectives of residents and other stakeholders involved in an urban informal settlement.

The paper aims to contribute to current academic and policy debates by presenting a resident-oriented perspective on the processes of legitimation. Within current debates, there appears to be a lack of discussion about residents' everyday experiences in informal settlements, and policy-makers often fail to understand what life is like for the urban poor (Devas and Rakodi 1993).

Drawing on fieldwork conducted in Aguablanca, Colombia, in 2005, the paper uses empirical findings to illustrate several of the arguments 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 both a resource and a commodity, and considering their supply, the central theme of this paper concerns good practice in the provision of public space by both the public and private sectors, in light of the existence of different publics and a range of patterns of use.

This paper addresses the evolution of public spaces as urban infrastructure within the framework of their provision and utilisation. There is a tendency for “conventional” public spaces to degenerate over time for a variety of reasons discussed in this context. At a certain point, some public spaces are converted to other functions and consequently disappear. They may later re-emerge under the framework of another form of organisation — often private or public-private — resulting in a process of repackaging public space into what can be described as “club goods”.

Whether considered a resource or a commodity, public spaces may be undersupplied or even absent. This raises several questions: What happens in the absence of public space? What substitutes it, and with what embedded goals (such as power or social control)? Under what institutional arrangements is it then provided — central government, local government, or public-private partnerships? Who are the authors and orchestrators of these spaces? Furthermore, how is the stability of the urban fabric affected by the dynamics of public space?

The paper further discusses the attributes of public space, patterns of its consumption, the differences between planned and improvised public spaces, and the objectives and criteria of the different institutions that provide them.

Moreover, the paper examines the role of public space as a cohesive or healing urban infrastructure, as well as its potential use as political paraphernalia implying exclusion or encouraging colonisation. It also analyses the mechanisms and implications of public and private sector provision, including governance arrangements and rights associated with public space.

The approach to these questions is classical and utilises a set of public space surveys together with interviews with both “publics” (users) and “providers” of these spaces.

This topic is relevant to planning practice and legislation in addressing the following questions: Which institutional arrangements are best suited to providing public space that integrates citizens and remains sustainable across different dimensions? What are the limitations and potentials of public spaces provided by the private sector?

Empirical data will be collected in Beirut, a city undergoing major reconstruction due to its recent history. Many public spaces were almost eradicated during the war and are currently being reintroduced or redesigned, making the city a particularly rich case study for this topic.

*Drawn from an approved dissertation proposal.*

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## GOVERNANCE AND INSECURITY IN MEXICO

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For urban planning practice to be successful, a minimum set of conditions must exist within the political system and institutional apparatus. These conditions should enable the design, implementation, and evaluation of strategies in fields as diverse as housing, employment, land tenure and spatial policy, public services, leisure activities, and national, regional, and local planning — in short, everything that contributes to improving the population’s quality of life. The total or partial absence of these conditions significantly hinders governmental management and planning capacity.

Under this premise, the paper investigates the impact that conflicts derived from insecurity and crime have on governance in Mexico. It discusses two alternative approaches: continuing with traditional punitive policing strategies, treating insecurity as a national priority similar to energy, labour, or fiscal reforms, while leaving the inefficient institutional framework unchanged; or integrating the issue of insecurity into a broader reform of the national state, in which security forms part of a wider system of institutions, policies, and laws requiring redefinition.

To do this, the paper first reviews the economic and social elements commonly used in analysing national and regional development, placing particular emphasis on the concept of governance. Following authors such as Buvinic and Krug, the paper argues that although the scale of violence in Mexico may be smaller than in countries such as Colombia, El Salvador, Brazil, or Russia, security has nonetheless become a priority issue on the governmental agenda.

Security is examined through three components: national security, legal security, and citizen security. The paper analyses the relationship of each component with governance and their effects on public management.

Subsequently, the paper considers the socio-political context of governmental alternation that began in the year 2000. As a general conclusion, insecurity is presented as a complex phenomenon whose repercussions extend beyond municipal governments and affect some provincial and national institutions as well. It generates spaces of ungovernability and negatively affects national development when state agencies lose the capacity to carry out their responsibilities.

Consequently, only a process of modernization that redesigns the national state — with democratization as its central axis — can prevent a future scenario in which existing institutions fail to respond to the scale of Mexico’s problems, potentially leading to the collapse of public authority and the spread of violence, ultimately undermining 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 focuses on the experience of the South African Anti-Eviction Campaign, which is part of the broader Anti-Privatization Movement. The campaign was mobilized in Cape Town by disadvantaged township residents seeking to assert their constitutional rights and resist evictions and service disconnections.

The paper introduces the mutually constituted concepts of invited spaces and invented spaces of citizenship, and stresses the wide range of grassroots actions spanning these spaces. Reflecting on the various forms of collective action undertaken by grassroots groups, the paper calls for a rethinking of the notion of community participation beyond invited spaces of participation — those legitimized by authorities and occurring through formal channels or institutional mechanisms — to include invented spaces of citizenship in which grassroots actors resist policies they consider unjust and harmful to their lives. The paper engages with feminist scholarship that has pioneered a more inclusive conceptualization of citizenship, one that embraces both formal and informal arenas of politics. Drawing on this scholarship, the paper calls for a reconsideration of participation in order to recognize the oppositional practices of the poor as part of the construction of a more 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 arenas of deep-seated contestation and conflict. These conflicts range between external and internal actors — for example, between what national governments expect of such cities and what the inhabitants of these cities need — to internal dynamics, such as the tension 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 conflicts in the City of Johannesburg, one of the prime metropolitan areas in Africa; and

(2) reflect on questions regarding the prospects of planning for Johannesburg and for metropolitan city-regions in other developing countries.

As a prominent example of a city in the Global South and one of Africa's major metropolitan areas, the City of Johannesburg not only functions as a centre of economic activity and global connectivity, but also faces intense pressures related to urbanisation, slum upgrading, poverty and sustainable resource management. As a typical South African city, it also faces the additional challenge of addressing spatial and social inequalities inherited from apartheid.

The paper identifies several important tensions, including:

1. The tension between short-term survival and service delivery versus long-term sustainability.
2. This tension is particularly evident in a context where almost a third of the population lives in poverty and is increasingly frustrated by service delivery backlogs and persisting apartheid-era inequalities.
3. The tension between managerial efficiency and collaborative planning.
4. On the one hand, the city has adopted a New Public Management approach to manage its almost 30,000 employees and steer the municipality toward its strategic vision. On the other hand, collaborative and communicative planning

processes — often iterative in nature — are required to enable innovative strategic thinking and integration across sectoral plans, services and activities.

5. The tension between local political priorities and global positioning.
6. Political focus on local constituencies and their needs must be balanced with the goal of positioning the city as a global economic actor and supporting national development priorities.
7. The tension between formal participation and meaningful collaboration.
8. This includes the difference between legally prescribed consultation processes and more complex forms of collaborative sense-making and partnership-building among stakeholders.

The paper draws 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, as well as 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 the ensuing negotiation over a community water project funded through post-earthquake international aid.

The paper focuses on 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 people and caused irreversible changes to families, they also brought significant investments from foreign governments and non-governmental organizations. One major project resulting from post-earthquake foreign aid was the financing of a community drinking water system for Las Trancas.

Nevertheless, this project, like many international aid projects, faced obstacles at the local level that threatened the project's completion and long-term sustainability.

This paper discusses a land dispute that took place shortly after construction of the drinking water project began in Las Trancas. The negotiation process lasted more than two months, yet the stakeholders eventually managed to resolve the problem and complete the water project.

The data for this study were generated through qualitative research and fieldwork conducted in El Salvador between 2001 and 2003. The central issue under dispute

concerned ownership and development rights for the land where the well and water tank were to be located.

The paper provides background information on the village of Las Trancas in order to help the reader understand the events that led to the impasse. It also presents a stakeholder analysis of the major actors involved in the negotiation process and suggests ways in which the process might have been more successfully navigated using strategies for reaching negotiated agreements as outlined by Fisher and Ury (1991).

Finally, the paper presents a brief overview of the current situation and the legacy of the dispute and its resolution within the community. It also illustrates how lessons learned from this negotiation process may be applied to other international disaster relief efforts. This case study offers insights useful for planners, regional development organizations, and international institutions involved in international planning, disaster reconstruction, planning in marginalized areas, and community development. The issues addressed in this negotiation reflect themes common to many land-use development negotiations, but they are particularly significant in developing countries where land-use planning operates within institutional contexts that differ from those in the United States.

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#### CITIZENS' GROUPS AND LARGE INFRASTRUCTURE PROJECTS: CONFLICT AND CONSENSUS

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With increasing frequency, the design and realisation of large infrastructural projects (motorways, airports, high-speed railways), in Italy and elsewhere, has become a trigger for extensive local disputes in which loosely structured citizens' groups play a crucial role. Local opposition to large infrastructure projects is multifaceted: local authorities, environmental NGOs, and citizens' groups often build coalitions around a common cause. While the objectives and action strategies of the first two actors have been widely studied, there is far less literature on the latter.

Citizens' groups are informal, flexible, and loosely organised groups of residents who oppose projects mainly on the basis of quality-of-life concerns, usually reacting to proposals that affect their neighbourhoods.

The aim of this paper is to examine whether such groups should be seen only as conservative stakeholders expressing the well-known NIMBY (Not In My Back Yard) syndrome, concerned mainly about potential decreases in their neighbourhood's quality of life, or whether they can also be considered a resource for planning. In particular, the paper asks whether these groups can question broader planning frameworks from a public-interest perspective and contribute to decision-making processes by mobilising technical knowledge and alternative proposals.

Drawing on the literature on new social movements, the paper analyses the role, strategies, composition, and knowledge base of several local citizens' groups active in the Milan metropolitan area.

The research questions focus on:

- the capacity of these groups to expand the possibilities of local democracy, and
- their ability to enrich decision-making processes through counter-proposals and alternative knowledge.

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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 cooperation between the conservative National Coalition Party and the Social Democrats in local politics and municipal government.

This cooperation evolved from an alliance originally formed to overpower the communists in local politics into a long-lasting local regime that actively sought to promote local economic growth and development. Over time, this coalition acquired a somewhat heroic aura in the local political narrative.

The paper examines the historical dynamics that enabled the stabilization of this cooperation into a durable local regime. It builds on earlier research focusing on the conflict between rising environmentalism and established forms of governance in Tampere (Laine & Peltonen, 2003; 2005). Local environmental conflicts that have taken place in Tampere since the 1970s are discussed as challenges to the inertia of the regime, signalling the emergence of an increasingly post-industrial and socially fragmented environment.

The main question addressed is: What made this quasi-institutional arrangement so long-lasting?

The analysis concentrates on path dependence as a possible explanatory factor and seeks to identify mechanisms of path dependence in local governance. The discussion draws on Paul Pierson's (2000; 2004) work on the significance of time in politics and on Pierre Bourdieu's (1977; 1994) concept of *habitus*, in order to illustrate relational and temporal mechanisms that account for the stability of the Brothers-in-Arms coalition.

The analysis calls for an evolutionary mode of explanation, situated somewhere between — or beyond — the traditional structure versus agency debate.

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### INSTITUTIONALIZATION OF NIMBY DISCOURSE?

Debating Efficiency and Environmental Rights in Finnish Land Use Planning

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Abstract

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 the “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. Construction companies have called for restrictions on rights to appeal planning decisions, while environmental organizations have stressed access to legal means as a meaningful guarantee for 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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### Abstract

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

While it is hard to be ‘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 explores important conceptual and practical distinctions between the project of building community and the project of cultivating democracy.

This work contributes to the ongoing dialogue within and outside of the field about planning’s roles and aims in postmodern, pluralistic and diverse cities and settlements, or “mongrel cities” (Sandercock, 2003), while also 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 the 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 people seeking to preserve farmland, residents who will 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 have just opened a community center on adjacent property. There are many publics who may have an interest in 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 Lappé terms the *arts of living democracy*. Lappé insists that 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 restricted 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 both for 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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#### Abstract

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 bypass local control in order to attract investment, within the context of specific factors facilitating such state action.

Second, the thesis needs to be 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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#### Abstract

Uncertainties surrounding decisions for urban development are paramount. There are basic uncertainties concerning natural science aspects. There are political choices that have to balance short-term sacrifices against long-term gains. A third class concerns possibilities to carry through strategic chains of decisions to reach coordinated action. A fourth class concerns situations where private interests disturb seemingly rational processes. All these uncertainties continuously have 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 and administrative sectors, business sectors and civil society: the Urban Laboratory Gothenburg. The platform, based on network cooperation, provides channeling of selected 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 ongoing processes can be analysed and new approaches tested in real-world applications.

I will give three examples from the development of the Urban Laboratory Gothenburg. The first is the troubleshooting of cooperative processes 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 former harbour areas in a city centre context. The dialogues have now been successful. The question now is 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 cooperation between academia, business society, the political and administrative sector, and ordinary citizens.

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### [STREETWISE FOR BOOK SMARTS: Participatory Governance, Community Organizing, and School Reform](#)

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#### Abstract

Given a set of structural political constraints, how can social movement organizations work towards the 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 within the two broad categories of bottom-up participation:

1. Participatory governance, where ordinary citizens engage in policy-making instead of leaving it to politicians; and
2. Resistance, where citizens engage in social movements or civil society organizations outside official government structures (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 sources, direct observation, and interview data from 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 Freire-derived norms inside these organizations, which, when applied, resemble cumulatively developed cultural toolkits (Swidler, 1986; Alinsky, 1971; Freire, 1977). The organizations' respective cultural toolkits, in turn, are associated with differing capacities and preferences. They are used to mitigate two crucial tensions in their political strategies:

1. The balance between primarily confrontational strategies aiming for electoral policy adoption and primarily collaborative strategies aiming for deliberative policy formulation.
2. The balance between explicitly addressing issues of race in political campaigns and 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, Panel, or Poster.

This proposal is drawn from a Ph.D. dissertation completed in 2005 at the Department of Urban Studies and Planning, 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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Abstract

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 to 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 and 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 foundation of integrative regional development policy.

Accordingly, the concept of sustainable development treats three dimensions—economic, social and environmental—as equal elements of one development process which occurs in a 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 associated with multilevel governance, decentralization, and 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, for example 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 not only contemporary approaches to regional development theory and practice, but also institutional and organizational theory, 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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#### Abstract

London provides an interesting case study for understanding 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 emphasised 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 focuses on this new government and addresses 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 globalization and the need for intercity competition dominated policy priorities?

These questions are explored through an examination of the strategic planning approach of the new government. The interplay between the Mayor and central government is analysed. 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 is tested by exploring the relative influence on the strategic agenda of different interests. It is shown that the business sector has had privileged access. In this respect, 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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[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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#### Abstract

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

The study deals with contemporary planning projects that are correlated with community–university partnerships. It analyses the ways in which the socio-spatial and national conflict in Belgium in the 1960s led to an innovative resolution that was linked to planning projects (including the transformation of rural space) and to a new form of contemporary “new cities”.

The main subject of the research is the new city of Louvain-la-Neuve, which was created to accommodate the French-speaking university of Leuven after the linguistic conflict of 1968 and the social problem of the difficult coexistence of two different national communities. Through this project, mobilised by the administration of the university (Université Catholique de Louvain), the French-speaking Belgian government also aimed to create a new pole of development in the French-speaking region (Wallonia) that would

stimulate the development of the whole region and restore the French-speaking community to a prominent position.

More specifically, the research surveys the characteristics of the project according to several parameters:

- the role of the university in planning processes,
- the way in which education becomes the motivating force of a city and creates agglomeration economies,
- the relationship between planning theory and practice and the role of university knowledge in planning matters,
- the results of the project for the national and regional economy, local society and the sustainability of the city.

Local field research, including living in the area for several months, took place in 2001, while the main research was conducted between September 2003 and August 2004, followed by the analysis of the collected data. The research was based on local observation, two structured interviews with members of the French- and Dutch-speaking administrative committees of the University of Leuven, visual and photographic surveys, group discussions with the local population (both permanent and temporary residents), and the collection of planning and policy documents related to the project and the city.

The results of the research demonstrate how 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 which today attempts to survive and improve its environment through the knowledge, theory and resources that the university can continuously provide for the city's development. The research highlights an innovative approach within Belgian planning processes that is deeply connected to a socio-political issue.

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#### NEW GOVERNANCE EFFECTS OF AN EU ENVIRONMENTAL POLICY

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#### Abstract

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 a new governance system, and adoption of the Directive challenges their existing governance systems.

Previous studies have shown that harmonising with EU policies requires fundamental changes to 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 styles in the environmental area is also subject to considerable difficulties and resistance, it is essential to understand the factors that may block or facilitate the introduction of new governance arrangements implied by EU legislation.

In this study, the transfer of the EU SEA Directive 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 within the national institutional context.

Within the traditional policy-making styles and administrative structures in Turkey, the public is not routinely consulted during the preparation and adoption of strategic proposals. The analysis of responses to this new governance system in Turkey is therefore needed to better understand the factors behind the adoption of new governance arrangements.

At the core of this analysis are two pilot projects conducted in Turkey to assist in the implementation of the EU's SEA procedure. One project was applied to a land use revision plan in Çanakkale, and the other to a tourism development plan in Antalya. These pilot projects were intended to generate useful policy learning and assist in developing the institutional and legal infrastructure required for implementing the EU SEA Directive.

These projects are examined to provide empirical insights into the extent to which public participation and new governance arrangements can be effective and to help understand the mediating institutions and actors affecting the degree of compliance with what the EU SEA Directive implies.

*This study is drawn from an almost completed doctoral dissertation.*

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**MAPPING URBAN CONFLICTS IN RIO DE JANEIRO — 1993–2003**

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Abstract

The paper presents the results of an 18-month cooperative project conducted by the Laboratory State, Labor, Territory and Nature of the Institute of Urban and Regional Planning and Research (IPPUR) 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 urban conflicts in the city of Rio de Janeiro from 1993 to 2003. A consultation website can be accessed at:

<http://mapaconflitos.ippur.ufrj.br>

After a methodological discussion on the conceptualisation of urban conflicts—agents, conflict objects, place and time—the paper explores several key issues:

- Urban conflict maps can provide an accurate and rich image of cities, their structures and dynamics, since spatial heterogeneity and social conflicts are essential for understanding contemporary urban spaces.
- Maps of urban conflicts built on shared methodologies and concepts can offer an extraordinary tool for developing comparative studies on cities.
- Urban conflict maps are essential for disseminating information on urban realities and can help civil society, as well as planners and decision-makers, to better understand urban dynamics and conflicting interests.
- Mapping urban conflicts offers the possibility of making planning both more democratic and more effective.

Finally, the paper presents the Permanent Observatory of Urban Conflicts, which is intended to ensure the continuation and monitoring of the project.

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[A LOCALISING AGENDA 21 PROGRAM: A Dialogue Between Visioning, Action and Co-production](#)

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#### Abstract

The program was a joint initiative of the United Nations Centre for Human Settlements (UNCHS / UN-Habitat) and the Post Graduate Centre for Human Settlements (PGC) of the Catholic University of Leuven, Belgium. The initial 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 partnerships between local governments and communities in three cities in developing countries: Nakuru (Kenya), Essaouira (Morocco), and Vinh (Vietnam).

The objective was pursued through a combined action-planning and capacity-building approach, based on cooperation between PGC and local actors within a “learning by doing” framework.

The notion of “localising” was interpreted in two ways:

- On the one hand, it stressed the need to devolve powers and responsibilities to the very local scale of communities.
- On the other hand, the program aimed to strengthen the grounded capitalisation on the locus—the characteristics and potentials of local space and place,

including people, the natural and built environment, and the spatial qualities, structure and fabric of urban areas.

The program started in 1994 and ended in 2004 and was financed by the Belgian Technical Cooperation.

### (1) Basic Assumptions

The presentation discusses two basic assumptions of the approach:

- Urban space is an essential dimension of sustainable development, and strategic planning and urban projects are key instruments for achieving urban quality.
- The most important pools of resources for sustainable urban development lie with people and their local environments, particularly in their capacity to optimise local assets and localise global processes.

### (2) Approach of the Presentation

Using Nakuru (Kenya) as a case study, the paper explains how *space* can be understood as a resource and how design can function as an integrating tool for visioning and negotiation.

The paper discusses three types of “trialogues” emerging in the process:

- The need to balance visions, action through projects, and co-production.
- The relationship between local authorities, civil society and the private sector.
- The role and interaction between local actors, international organisations and researchers/professionals.

### (3) Lessons Learned

Lessons concern the strategic approach developed by the PGC, particularly:

- The balance between visioning, projects and co-production.
- The limits of external inputs compared to local resources.
- The need for and limits of capacity building in a “learning by doing” context in developing countries.
- The importance of continuity, evaluation and monitoring.

This form of action research proved extremely valuable for students in the department. Many were able, within their Master’s or PhD research, to conduct fieldwork in the participating cities and develop urban design proposals that were subsequently used within the planning process.

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[PUBLIC PARTICIPATION IN MSW LANDFILL SITING PROCESS: Addressing the NIMBY Phenomenon](#)

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#### Abstract

Undesirable infrastructure siting processes have increasingly become generators of societal conflicts. This often results in the indefinite postponement of urgent situations requiring fast solutions, such as waste disposal systems.

This situation occurred in Portugal in 1996, when the government approved the Municipal Solid Waste Strategic Plan. At that time Portugal had 320 solid waste dumpsites that needed to be eradicated by the year 2000 for strategic purposes. Favourable political and financial conditions made this possible and a new plan for managing MSW systems was developed.

However, by the end of 1999, only 112 dumping sites had been sealed, mostly due to the NIMBY syndrome (“Not In My Backyard”), which became the main obstacle in defining landfill site locations (Vasconcelos & Martinho, 1998).

This controversy resulted largely from the difficulty of integrating, in a timely manner, the concerns and interests of those directly affected by the location of undesirable facilities within the decision-making process in a transparent, phased and structured way. Such failures often intensify conflicts and radicalize positions, making implementation extremely difficult.

Siting decision processes are not purely technical issues; they also incorporate interests and values that, when not properly addressed, generate controversy (Lake, 1987). The integration of the social component at an earlier stage of the process creates greater potential for collaborative solutions, shifting the process from win–lose to win–win approaches.

The social and environmental components have been extensively studied, but their integration has not been sufficiently developed. Difficulties arise from issues such as how to represent social factors cartographically or how to model siting problems that combine both social and environmental components (Lober & Green, 1994).

Traditional forms of public participation (public hearings, follow-up commissions) have not been able to solve the stalemate. Alternative techniques of consensus building, tested in local-level siting decisions, have proven more satisfactory than traditional conflict-resolution methods. However, their application to landfill siting remains insufficiently tested, and evaluation measures regarding their impact on changing public attitudes of opposition have not yet been fully developed.

In this paper, the authors explore the reasons why controversy arises in these cases. This is done through an assessment of the meaning and definition of participation drawn simultaneously from the literature and from the perspectives of technical experts. The characteristics of location decision problems are examined in order to identify factors contributing to controversy. Finally, the integration of participatory components in models for landfill siting is 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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### Abstract

This paper compares and analyzes the controversial cases of land expropriation in El Encino and Atenco in Mexico City in order to present the meaning of land expropriation in Mexico in the twenty-first century and its effects on urban development and urban politics.

Expropriation and privatization of ejido lands have been common occurrences in the history of land, urbanization and 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 accompli*. However, residents affected by the expropriation opposed the megaproject, claiming environmental, cultural and socio-economic considerations.

Opposition also emerged from private landowners in El Encino when the city government announced the 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 ultimately cancelled the 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 Andrés Manuel López Obrador, by attempting to impeach him for carrying out that expropriation.

To understand the forces involved in these conflicting land expropriations, the paper first reviews the regulations governing land expropriation and their application. It then analyses and compares the actors involved in each expropriation, as well as the potential beneficiaries and affected parties. The identification of actors and processes allows a better understanding of the conflicts and political dynamics that these expropriation cases pose for planning, politics and governance.

Most importantly, the comparison of these cases helps to elucidate the contradictory meanings and practices of land expropriation in the twenty-first century, whether progressive or regressive, devolving or redistributive, privatizing or socializing. These case studies and the trends they represent are not limited to Mexico but are taking place around the globe.

As planners revisit the role of urban land both in Mexico and worldwide, it becomes possible to identify the actors appropriating land and space and those left without them. Cities are the arenas where these contentions occur, and planners must evaluate expropriation processes as potential redistributive tools for wealth and well-being in cities and societies.

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#### GOVERNING POST-SUBURBAN GROWTH

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#### Abstract

The dramatic expansion over the last fifteen 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 U.S. 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 extensions 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 actors 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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#### Abstract

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 formal or informal methods used to rank, rate and prioritise projects, programmes, plans and policy frameworks.

The planning process is a specialised form of consensual decision-making that falls within a broader range of decision methods which 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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## Abstract

The intention of this paper is to show the complexity of territorial conflicts between municipalities involved in the conurbation process. Which strategies do municipalities adopt when they are confronted with this process? Does the institutional and legal framework in Mexico matter, or are these processes subordinated to informal agreements between local actors? What are the contributions of urban governance and urban regime theory to understanding the conurbation process in Mexico?

To answer these questions, the paper adopts a sociological and political approach, using interviews with key actors. This allows an understanding of the different perceptions of municipalities when they must share the same urban area as well as metropolitan infrastructure, particularly waste disposal facilities.

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

In the Tampico Metropolitan Area, located in north-west Mexico and composed of six municipalities, there is a strong territorial conflict concerning the localisation of an urban waste landfill intended to receive waste from several municipalities. During this conflict we identify the structuring of a powerful system of stakeholders who exert strong pressure on decision-making in order to locate the landfill in one place or another, regardless of environmental restrictions imposed by Mexican legislation or the existing legal framework for inter-municipal coordination.

The structuring of this power coalition appears to resemble the instrumental urban regime principles described by urban regime theorists.

The second hypothesis concerns the way decisions about public investment in metropolitan areas in Mexico are often taken. It suggests the failure of the institutional framework and formal agreements, including the creation of metropolitan entities and legal instruments such as the inter-municipal conurbation decree, which do not effectively allow decisions to be taken or a metropolitan social base to be built within the planning process.

Thus, decisions are frequently made in informal, authoritarian or even illegal ways, driven by groups of local actors seeking short-term benefits. This type of arrangement corresponds to what may be described as 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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Abstract

Cities are constantly developing. We are all aware that the city is a dynamic phenomenon; it is an organism that "lives", "dies" and "decays". It is subject to cycles and, under the impulses of transformation, continually reacts and adapts in different ways.

For some time it has appeared that only large-scale events, based on massive public participation within a limited period of time, are capable of mobilizing the resources and energies necessary to undertake major urban projects. These events attempt to address part of the many urban problems for which it is difficult to find individual solutions. In essence, great events accelerate and expand processes already underway rather than creating entirely new ones.

This raises several questions: during great events, what role does urban policy play? Does it passively adapt itself to the requirements of the event, or does it actively guide the event in order to stimulate urban transformation? Is there an effective way to use urban policy to manage the entire process of great events and reduce conflicts as much as possible?

It is difficult to imagine occasions more significant than the Olympic Games in terms of investments, communication, public works and private initiatives. Many studies underline that the Olympics can be considered a *catalyst* for urban change, although this effect is not automatic. European case studies — particularly the widely recognised success of Barcelona 1992, as well as the more recent Athens 2004 and the ongoing Turin 2006 — demonstrate that urban policy has been used in very different ways during Olympic preparations.

With globalisation, worldwide social, cultural and economic interactions are becoming increasingly frequent, and more major events will be hosted in China. As a country with a long historical tradition and a cultural, social and economic background quite different from that of Western countries, China presents a particular context for planning during great events.

Beijing, often considered one of the most significant achievements in the history of Chinese city planning, has experienced a complex development path during the last half century that has deeply influenced Chinese cities. In the twenty-first century, and particularly on the occasion of the 2008 Olympic Games, the question of how urban policy can efficiently guide and manage the Olympics in order to stimulate urban transformation while reducing conflicts becomes especially significant.

By comparing European experiences with the case of Beijing, the paper seeks to identify comparable experiences and useful lessons within their specific contexts.

*Note from the author in the original text:*

The author is a doctoral student at Politecnico di Milano. The abstract is drawn from an approved dissertation proposal. The dissertation supervisor is Professor Alessandro Balducci (sandro.balducci@polimi.it).

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#### INNOVATION IN CHINESE URBAN GOVERNANCE — THE SHANGHAI EXPERIENCE

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Abstract

With an average annual growth rate of over 9%, China has experienced rapid economic growth during the last two decades. This growth has been concentrated mainly in urban areas, particularly in cities located along China's eastern coast.

Cities such as Shanghai, Beijing–Tianjin, and Guangzhou–Shenzhen have played key roles in China's economic rise. This paper focuses on Shanghai, China's leading city in economic life, and explores the city's economic transition from a manufacturing base to a diversified service centre, as well as its spatial restructuring from a single-core urban structure to a multi-centre structure since the early 1990s.

This transition has been institutionally supported by decentralisation in decision-making and by the creation of non-traditional organisations in the economic sphere, aimed at integrating economic and political resources while maintaining strong governmental leadership. This governance structure enables the city to compete effectively in the globalised economy.

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

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Abstract

The Dutch spatial planning system is well known for its comprehensiveness, elaborate institutional framework, and highly intricate system of plans across all three levels of government. It is one of the few countries where the national level plays a key role in spatial planning.

The Dutch system is often perceived by external observers as a stable system, based on a broad consensus regarding its goals, key spatial concepts, and main instruments. Until relatively recently, national spatial planning policies appeared largely unaffected by party-political changes.

However, this stability has disappeared. The last ten years have been characterised by a continuous, almost endless debate about both the content and the functioning of spatial planning policies.

This paper focuses on spatial planning concepts, or more precisely the principles underlying the organisation of space. Two related conceptual domains are examined:

1. Concepts concerning the spatial organisation of the western part of the Netherlands, where the economic and urban core of the country is located, internationally known as the Randstad.
2. Concepts related to the structure of urban regions in general and the interaction between urban and rural areas.

Both conceptual domains are characterised by significant conflict and by a continuous succession of new concepts, many of which disappear before a broad consensus can be reached.

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## TRACK 2: Housing and Land Tenure

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

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#### Abstract

In recent decades, informal land markets have played an increasingly important role in large Latin American cities. They are not only the primary means through which the poor gain access to urban land, but they are also the principal vector of urban 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 several 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 given to the effects of informal land markets on residential mobility among the urban 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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#### Abstract

##### Background.

Large segments of the urban population in developing countries live in "spontaneous settlements", which are generally illegal. Housing in such settlements now accounts for a significant portion of the urban housing stock and represents one of the fastest-growing forms of urban housing.

During much of the twentieth century, these settlements were viewed with hostility by urban governments and were frequently demolished. Since the 1980s, however, there has been increasing tolerance and reluctant acceptance of such settlements. Demolition policies have gradually been replaced by regularization, a process through which residents in these settlements are granted rights and privileges similar to those of residents in formal developments. Nevertheless, the stigma of illegality often persists in the perceptions of public officials and many citizens.

In Delhi, India, housing in such settlements accounted for 11% of the housing stock in 1951, increasing to 37% by 1990. Until the mid-1970s the Delhi government regularly

demolished these “unauthorized colonies.” Beginning in 1977, however, the government began to regularize rather than demolish them, often using the quality of development as a criterion for regularization, with better-developed colonies having a greater chance of being legalized.

#### Hypotheses

The research tests two related hypotheses:

1. Increasing regularization of unauthorized colonies, together with the use of development quality as a regularization criterion, may encourage the development of higher-quality settlements.
2. The regularization process may also influence the development patterns and organisational structures within such settlements.

#### Research Design and Methodology

The study uses qualitative research methods. Case studies were conducted on several unauthorized colonies developed in Delhi both before and after 1977, the year when regularization policies were introduced.

Developers, residents, planners, and city officials were interviewed using semi-structured survey instruments. These interviews were supplemented by analysis of maps and other planning documents to examine differences in development patterns between colonies established before and after 1977.

#### Results

The research identifies clear differences between pre-1977 and post-1977 unauthorized colonies.

Older colonies tend to exhibit irregular street patterns with narrow roads of varying widths, whereas colonies developed after 1977 display street layouts that more closely resemble those found in formal settlements.

Residents of older colonies are rarely organised, while residents in newer colonies often form homeowners’ associations, sometimes established in cooperation with developers. In many respects, the newer unauthorized colonies resemble contemporary formal developments more closely than the spontaneous settlements that characterised the pre-1977 period.

These findings have important implications for public policy toward spontaneous settlements in Delhi and potentially for other urban areas in South and Southeast Asia. More broadly, the findings call for reconsideration of prevailing attitudes toward spontaneous settlements and may influence housing and land development policies.

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

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Abstract

This paper seeks to understand how the informal housing market operates in providing housing for low-income populations through an analysis of the processes of production, commercialization and rental of irregular lots and dwellings, in relation to the urban legislation applicable in cities.

Understanding this process is developed through case studies in favelas of the Metropolitan Region of São Paulo. In addition, the relationships between the actors involved (supply and demand), the dynamics of the formal real estate market, and the existing urban planning regulations are examined.

More broadly, the study analyses the relationships between the formal and informal housing markets and their role in the process of urban structuring.

Understanding the flows and functioning of informal land markets can be of significant value for the development of new public policies aimed at housing provision and regularization programmes for low-income populations.

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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, 1990–2005**

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Abstract

Irregular or informal settlements are commonly associated with slums, environmental hazards, and unnecessarily high land, housing and living costs. At the same time, it is widely recognised that such settlements often improve over time, with consolidation manifested through the introduction of infrastructure and services, the construction of more solid housing, diversified land uses, and increasing densities.

More recently, however, attention has been drawn to the deterioration of consolidated irregular settlements, resulting from both structural and acquired problems. Despite this, relatively little quantitative research has examined the causes and effects of the wide variation in the dynamics of the consolidation–deterioration process.

Several questions therefore arise. Why do some settlements consolidate more rapidly than others? Why do some never improve? To what extent are these dynamics influenced by initial settlement conditions, location, or public policy measures, such as regularisation programmes or sites-and-services schemes? Which types of irregular settlements are likely to experience gentrification, and which improve mainly as a result of such processes?

To help address these questions, a research framework has been developed within the Observatorio de la Ciudad de México (OCIM) at the Universidad Autónoma Metropolitana–Azcapotzalco (UAM-A). As part of this framework, a geographical information system (OCIM-SIG) has been created, which includes the classification of Mexico City’s urbanised area into eleven basic settlement types (tipos de poblamiento), including a distinction between formal and informal settlements.

This classification enables analysis of the spatial correlations between settlement types and dates, economic and population census data, and locational factors such as topography, access to transport and infrastructure. These correlations also allow the identification of further subsets of settlement types, for example irregular settlements differentiated by age, density, housing quality and socio-economic level.

The available census data and cartographic material allow longitudinal analyses comparing the years 1990, 1995 and 2000, as well as the incorporation of results from the 2005 population count, in addition to historical analyses.

The paper presents the methodology underlying the OCIM-SIG system and discusses the results of an exploratory analysis of the evolution of Mexico City’s irregularly urbanised settlements (colonias populares).

The OCIM-SIG methodology is currently used in both graduate and undergraduate teaching programmes (Licenciatura in Urban Sociology and Maestría in Metropolitan Planning and Policy) and in consultancy projects undertaken by the OCIM research team at 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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#### Abstract

This paper follows the creation and long-term development of a major squatter/gecekondu settlement in Istanbul and addresses the key question: *Does the long-term development of this settlement lead to an overall beneficial result?*

The settlement initially developed as a single large gecekondu area but was later divided into two main parts by the construction of a major highway. One area consists of the Rumelihisarustu neighborhood, which over time has come to resemble a more regular urban neighborhood. The other area includes the Armutlu and Baltalimani neighborhoods, which still retain many of the characteristics associated with gecekondu settlements.

The methodology used in the study is based on the concept of "thick description", developed by Clifford Geertz. Geertz argues that observers must interpret the meaning of social actions, which requires a deep understanding of the processes involved. As Denzin further explains, thick description enables the voices, feelings, actions and meanings of interacting individuals to be heard, creating a sense of verisimilitude.

In this study, the main actors included in the thick description are:

- the national government,
- the local government,
- the gecekondu owner,
- the developer/contractor,
- the legal land title holder, and
- the general urban population.

The methodology therefore combines interviews with local actors, field data collection, and the analysis of planning documents, maps and media sources.

Because such settlements do not begin with clearly defined project-like goals, it is difficult to measure their outcomes in conventional terms. However, a broader evaluation can be developed by examining the expected benefits for each of the actors involved.

The Rumelihisarustu neighborhood has produced benefits for nearly all actors involved, with the exception of the broader urban population. By contrast, the Armutlu and Baltalimani neighborhoods have not generated the expected benefits for the actors involved. The paper explores the reasons for these different outcomes.

Despite the benefits experienced by some actors, Rumelihisarustu still presents serious planning deficiencies, including the lack of a safe and healthy environment, insufficient public spaces, inadequate infrastructure and limited long-term sustainability.

The main reasons for these problems include the absence of consistent policies toward gecekondu settlements and the inequalities created during “windows of opportunity” for illegal development.

The thick description approach demonstrates that analyses incorporating multiple perspectives can better reveal long-term development patterns within squatter settlements. Furthermore, understanding the roles of different actors in settlement upgrading is essential for evaluating development theories and informing future urban policy and upgrading programmes.

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

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#### Abstract

Land registration records ownership and rights for one of the most important assets—land. Today, land registration is the widely accepted mechanism for identifying ownership and rights over land and provides the basis for the transfer of rights from one individual to another.

However, registration of property rights evolved within a specific cultural context that 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 well-known story of the unintentional sale of Manhattan by a local tribe to the Dutch in the 17th century. Similarly, in many contemporary social groups land is traded or negotiated in different ways, or shared as a community asset rather than individually owned. Increasing evidence suggests that land registration systems do not necessarily serve the interests of the entire public.

This paper provides an overview of problems related to land registration among marginalized populations in two very different countries: Israel, a small country with a highly competitive land market and high rates of growth and development, and Venezuela, a relatively less developed country with abundant land resources and rapid population growth.

It is important to note that the term “marginalized populations” can be misleading. The paper does not address issues affecting a small anonymous minority on the margins of society. Instead, the problems examined—those of the Arab minority in Israel and the residents of informal settlements in Venezuela—are central issues within their respective national contexts. These groups receive significant international attention and are highly visible in domestic political, spatial and media arenas.

The aim of the paper is therefore to examine a central statutory issue—land registration—in relation to the political, social and economic circumstances in which it developed.

To achieve this, land laws and registration policies in each country are analyzed within their historical and political contexts. Through the examination of both official and academic literature, the study demonstrates that despite major differences in historical

and cultural context, both countries have developed regulatory mechanisms governing land ownership, use and development that effectively exclude the sectors discussed.

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

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#### Abstract

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 Brasília are used to develop profiles of the potential rates of return 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 act as their own landlords).

The relationship between these three distinct markets is encapsulated in a simple expression:

$$i = R / V$$

This formula represents the opportunity cost of capital ( $i$ ) as the ratio of rental income flows ( $R$ ) to the market value of the underlying housing assets ( $V$ ). The underlying assumption is that  $i$  is determined in financial markets that lie largely beyond the control of land-use planners or local housing markets, while  $R$  tends to be small for lower-income households.

The focus of this research is therefore 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 establish a lower bound on  $V$ . This becomes problematic when  $V$  is large while  $R$  is small and uncertain, since under such conditions private investment flows cannot be sustained.

This research builds on earlier work undertaken for the World Bank, Cities Alliance, and the Institute for Applied Economic Research in Brazil, in collaboration with local planning agencies in Brasília and Curitiba. The Brazilian case studies presented here serve to illustrate the argument within the context of the ongoing scholarly debate about the role of land-use regulation in expanding access to housing opportunities for low-income populations.

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

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Abstract

This roundtable presents empirical and analytical results from a research project funded by the Lincoln Institute of Land Policy that analyzes the structural characteristics, dynamics, and impacts of informal land markets (ILM) in six Latin American cities: Bogotá, Buenos Aires, Caracas, Ciudad de México, Lima, and Rio de Janeiro.

The discussion focuses on several key issues:

- Segmentation of informal land markets and their role in producing socio-spatial segregation among the urban poor
- Informal price formation dynamics and their relationship to the formal land and housing markets
- Impacts of informal land markets on urban structure
- Challenges posed by informal land markets for urban planning and management in Latin America — whether they represent a problem or a solution

The roundtable adopts a strong comparative perspective, highlighting both common trends and specific characteristics among the case studies.

It is also grounded in an innovative methodological framework that seeks to produce key empirical data on informal land markets and contribute to a new conceptual

understanding of their role in shaping Latin American urbanization. Research on informal urban land markets has increasingly shown that these markets are active, complex systems that strongly influence urban development patterns and residential mobility in many Latin American cities.

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#### INFORMAL HOUSING AND URBAN DEVELOPMENT IN DELHI

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#### Abstract

Informal housing in cities in developing countries has attracted varying levels of attention over the last four decades. Nevertheless, informal housing continues to be the only option available to an increasing proportion of the urban poor. Strategic urban planning has achieved mixed results in guiding the development of rapidly growing metropolitan cities in developing countries.

Formal and informal land development and housing have produced two parallel processes of urban development, often in conflict with each other. Most cities in developing countries, if not all, possess some form of planning mechanism, and the Master Plan is a common planning instrument. Many cities adopt master plans to guide urban growth, yet these plans are rarely fully realized. Significant portions of urban development fail to comply with land-use and zoning regulations, partly because the enforcement powers of planning authorities are limited. As a result, large areas of informal settlements lacking basic services and infrastructure have emerged across cities in developing countries.

Developing realistic urban land-use and housing policies requires a clear understanding of the processes driving the growth of informal housing. Based on empirical research conducted in Delhi, India, this paper argues that the location and formation of informal settlements are highly sensitive to land-use policies, infrastructure provision, and land-acquisition policies designed primarily to support planned urban development.

Urban planning in Delhi, as in many other cities in India, has largely failed to recognize the existence of the urban poor and their housing needs within formal planning frameworks. The exclusion of the housing requirements of the poor from planning processes has significantly contributed to the expansion of informal settlements in cities.

These dynamics can be observed in the spatial configuration of informal housing in Delhi, which has important implications for urban development. Using land-use data, census data, zoning regulations, and information derived from satellite imagery within a Geographic Information System (GIS), the study evaluates the relationship between planned development and informal housing, as well as the consequences of excluding low-income housing needs from urban planning.

The research highlights the implications of current planning policies and practices for the sustainability of urban development in Delhi. Its findings may also be generalized to other cities in developing countries and are relevant to planning education in city planning and housing, providing a basis for comparative planning analysis.

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#### INFORMAL SETTLEMENTS REGULARIZATION IN LATIN AMERICA

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#### Abstract

Recent Latin American upgrading and land tenure regularization programmes demonstrate a convergent trajectory toward permanent and increasing informality in land use. This paper examines several possible causes of this phenomenon.

First, many of these programmes are conceived primarily as curative interventions, addressing existing informal settlements rather than preventing their formation. Second, they often remain isolated from broader urban policies, limiting their capacity to produce structural changes. Third, they frequently rely on fragile sustainability mechanisms, disregarding available financial and regulatory resources. Finally, participation is often interpreted in a narrow sense, neglecting the broader roles played by multiple stakeholders in the production and consumption of urban land.

Traditional strategies intended to restrain informal land use have proven largely ineffective, often contributing indirectly to the expansion of precarious settlements. Large numbers of people continue to live in extremely inadequate conditions, frequently on land lacking access to basic infrastructure, services and urban facilities.

Despite the implementation of various regularization programmes, urban growth in Latin American cities continues to occur predominantly through informal processes. In fact, the number of inhabitants living in informal settlements in the region increased from 111 million to 127 million between 1990 and 2001.

Precarious conditions affect not only housing but also environmental and legal dimensions, revealing persistent failures in the recognition of citizenship rights. At the same time, processes of re-democratization have produced updated constitutional frameworks and new urban management instruments. Simultaneously, the traditional

assumption that social housing represents a non-profitable sector has begun to be challenged by evidence of substantial profits generated by illegal land subdividers.

In light of these developments, it becomes necessary to question whether the new legal frameworks are being fully utilized. What is actually being done in terms of urban policies and programmes? Are the intended objectives being achieved? And if not, why?

To address these questions, the research adopted a methodology based on a spontaneous sample of experiences collected through a call for papers during the first semester of 2005. Selected articles were compiled and will be published by the Lincoln Institute of Land Policy. The compilation brings together a range of experiences across the continent, aiming to identify common lessons and establish a broader analytical perspective.

The findings are intended to be disseminated among policy makers and decision-makers, facilitating a deeper understanding of issues related to informality and supporting the adoption of more appropriate urban management strategies. Emerging trends suggest that more effective responses may involve addressing the interaction between formal and informal land markets, anticipating informal processes, strengthening partnerships, making full use of new legal instruments, and exploring alternative mechanisms for financing urban development.

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

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#### Abstract

This paper provides a framework for understanding one expression of neoliberalism that has recently emerged in both developed and developing contexts: the creation or

restructuring of markets for land and housing aimed at extending access to marginalized populations.

Examples of such initiatives include:

- the formalization of land markets through programs such as Favela-Bairro in Rio de Janeiro (IBAM 2002);
- the establishment of private land and housing markets in Nunavut Territory, Canada, where such markets did not exist as recently as fifteen years ago;
- inner-city revitalization programs in developed countries that seek to convert low-income renters into property owners (Anderson et al. 2005);
- and the replacement of collective land ownership with individual land tenure in First Nations (Aboriginal reserves) in Canada.

Roy argues that the displacement of informal arrangements in favour of markets represents “a complex political struggle” (2005: 150). This paper seeks to extend that analysis.

The study presents a critical review of literature addressing the inclusion of marginalized populations in land and housing markets in both northern contexts (Kurtz and Blossfeld 2004) and southern contexts (Ribeiro and do Lago 2001). The analysis draws primarily on the authors’ experience in housing and community development in Canada and urban policy and planning in Brazil.

Different rationales used to justify the extension of markets—as well as arguments advanced by critics—are examined, and the limited empirical evidence available in the literature is reviewed. The paper observes that much of the scholarship from both the Global North and the Global South focuses on issues of political economy.

However, some of the most important critiques highlight the tendency of markets to transform collective social arrangements into individualized property relations. In doing so, neoliberal reforms contribute not only to economic restructuring but also to broader social transformations, including the construction of a globalized individual identity and the emergence of the “consumer citizen.”

The paper contributes to planning practice and scholarship by offering a broader interpretation of neoliberal transformations that extends beyond purely economic processes.

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#### URBAN REGULATION AND ITS EFFECT ON THE PRICE OF HOUSING

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## Abstract

This paper reviews international literature examining the effects of urban regulation on housing prices, with the objective of determining whether empirical models can be developed and applied to Brazilian cities. The study is based on a literature review conducted in preparation for the author's doctoral dissertation on the same topic. The subject was also addressed in an earlier master's thesis completed in Brazil, and its relevance was further reinforced through five years of professional experience working in Central and South America with the Inter-American Development Bank.

Several scholars have noted that urban research in Latin America in general and Brazil in particular rarely incorporates an economic approach to the study of land markets (Abramo, 2005; Furtado and Lobão, 2002). Studies addressing the regulatory environment for urban development in Latin America similarly tend to neglect economic analysis. As a result, explanations of the costs imposed by urban regulation, their effects on the price and affordability of formal housing, and their role in encouraging the expansion of informal settlements remain incomplete.

In contrast, international scholarship offers a rich body of empirical economic research on urban regulation and housing markets (Mills, 2005; Bertaud and Brueckner, 2004; Bertaud and Malpezzi, 2001; Fu and Somerville, 2001). These approaches provide valuable analytical tools for estimating the costs associated with urban regulation. However, they have rarely been applied to the Latin American context and generally overlook a key feature of Brazilian cities: the relationship between urban regulation and informality in the housing market.

This research therefore seeks to combine the strengths of these two approaches. First, it examines how the empirical and economic methods used in international research can be applied to the analysis of housing markets in Brazil. Second, it incorporates country-specific factors typically excluded from international studies of urban regulation, particularly the extent of housing informality. Finally, the study aims to provide insights that may support the development of alternative policies to reduce the cost of formal housing supply, thereby helping to limit the expansion of informal settlements.

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

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Abstract

While housing in North America and Europe is largely viewed as a consumption good, housing for the urban poor in cities of the developing world represents both a process and a productive asset. Because only a small proportion of households can afford access to the formal housing market, the vast majority of housing is produced through informal settlement processes (Duhau and Schteingart 1997).

Access to land is the most difficult component of this process. The land accessible to the urban poor is often illegally developed, poorly serviced, and located in peripheral or environmentally vulnerable areas (Ward 1998). Although these locations may provide access to shelter, they can undermine the potential of housing to function as a productive asset, particularly for women whose mobility is often constrained (Salazar Cruz 1999).

Access to land and shelter is therefore essential for the urban poor to gain a “foothold” in the city, yet it remains unclear whether such access alone is sufficient to support sustainable livelihoods. This question forms the central focus of this research.

The paper examines the relationships among shelter, livelihoods, and urban space for low-income residents in Mexico City, a sprawling megacity of approximately 18.3 million inhabitants in which about 40% of the metropolitan built-up area consists of informal settlements, housing roughly 63% of the population (Cruz 2001).

Based on a comparative case study of two informal settlements located in different parts of the Federal District, the research asks whether the value of housing as a spatially embedded resource varies according to location—and if so, how and for whom. The study draws on 90 qualitative interviews and a random household survey of 200 households conducted between 2004 and 2005.

The paper analyzes the formation, living conditions, and housing–work relationships within each community and situates them within a broader spatial context. Findings suggest that shelter functions as a spatial asset whose value depends heavily on the socio-spatial context in which it is located.

From a policy perspective, the research highlights the importance of placing housing within a broader urban framework in order to enhance its livelihood potential. This perspective complements—but also expands beyond—the narrower focus of many local upgrading programs.

Although largely “unplanned,” informal settlements present significant urban planning challenges. In cities such as Mexico City, they represent not only a major component of urban structure but also a key driver of urban expansion (Cruz 2001).

The paper concludes that the “right to shelter” associated with informal settlement should be expanded to include the broader “right to the city.” Policies addressing housing should therefore consider the interconnections 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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#### Abstract

Forty-five years ago, the young town of Independencia was founded in Lima, Peru, following a land invasion. It is one of the oldest settlements in Lima’s Northern Cone and represents a typical example of the second ring of informal urban development.

Initially upgraded by the community itself and later recognized by the government as an official district, Independencia eventually became part of a nationwide land regularization project supported by the Peruvian government and the World Bank. The early stages of the settlement were extensively documented by Turner, Caminos, and Steffian (1969). Their research serves as the starting point for this study, which examines the development of Independencia over its 45-year history.

The paper focuses on three main questions:

1. Which factors have influenced housing investments over time?
2. How have policies designed to support housing development benefited families?
3. How has the incremental nature of self-help housing functioned, and does it still meet the housing needs of families today?

Most research on squatter communities has examined them at a single point in time, typically during their early stages of development. This paper argues that the evolution of such settlements can only be properly understood from a long-term perspective, reflecting the gradual and incremental nature of self-managed housing development.

The research is based primarily on two sources of data:

- Extensive interviews with three generations of settlers across 31 households
- Detailed housing surveys documenting the evolution of dwellings over time

In many cases, housing trajectories are closely linked to family trajectories, as mobility within these communities tends to be limited and most families began under similar initial conditions.

The analysis provides detailed insight into the self-help housing process in Independencia, including how housing investments were made and what factors influenced them. The study demonstrates that housing policy should approach self-help housing as a process rather than a finished product.

Policies designed to support self-help housing have often focused on short-term housing needs, without anticipating the long-term and multi-generational needs of families. Consequently, these policies have not always influenced housing development and investment patterns as expected.

From a planning perspective, the paper contributes to a deeper understanding of the long-term development of informal settlements and explores alternative policy approaches to housing provision.

At the city level, current housing access models emphasize access to land, yet this approach is increasingly unsustainable. Future regeneration and revitalization strategies for communities such as Independencia should build upon the investments already made by both families (housing) and governments (infrastructure), in order to create new housing opportunities for younger generations.

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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 (Struyk, 1989). In 2003 Dar es Salaam had a 30% vacancy rate (Halla & Mang'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 rate (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 of 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 Richter scale) shook Gujarat on 26th January 2001. The epicenter was located northeast of Bhuj (about 250 km from Ahmedabad). This earthquake caused extensive damage in rural areas, both in terms of loss of life and property. Towns such as Bhachau and Rapar suffered nearly 100% damage. Damage to livestock was also very high. This situation was particularly severe for the rural population who were already recovering from consecutive droughts suffered in the previous years.

The destruction caused by the earthquake was widespread. Twenty-one out of twenty-five administrative districts in Gujarat were affected, though the district of Kutch suffered the most severe damage. In 335 villages about 70% of houses were damaged. Apart from the 1.2 million houses that were damaged, social and physical infrastructure was also badly affected. Hundreds of thousands of people lost their livelihoods. Civil administration was seriously disrupted as office buildings and records were destroyed.

Immediately after the disaster, relief workers and aid arrived in Gujarat from all parts of the country and from abroad. Within two weeks after the earthquake the Government of Gujarat set up the Gujarat State Disaster Management Authority (GSDMA). The responsibility of this apex organization was to prepare plans and coordinate relief, recovery, rehabilitation, and reconstruction activities.

The World Bank funded multi-sector programme, Gujarat Emergency Earthquake Rehabilitation and Recovery Program (GEERP), was implemented by GSDMA. The reconstruction programme under GEERP was implemented jointly by the Government of Gujarat, the affected population, NGOs, and other actors. The responsibilities of each participant were clearly defined within the framework of the programme.

This paper provides an in-depth understanding of the post-disaster recovery mechanism and the processes followed for housing reconstruction, infrastructure rebuilding, and livelihood provision in the Kutch district. Although the Kutch earthquake was a tragedy of enormous magnitude, it also provided an opportunity to improve basic services in both rural and urban areas. These improvements included the provision of physical and social amenities in addition to the reconstruction of housing. The study also examines both the positive and negative social impacts of the recovery programme on the affected population.

The rehabilitation and reconstruction process is reported to be near completion, including the rebuilding of physical and social infrastructure. This evaluation study, carried out during 2005–2006, clearly highlights the fact that the GEERP programme was implemented effectively. There has been a clear improvement in the level of services such as roads, sanitation, water supply, school buildings, and health care centers. Residents expressed high levels of satisfaction with self-constructed housing as opposed to housing provided directly by NGOs.

The government livelihood programmes did not show a clear direct link to post-earthquake income levels. In some cases, households used housing assistance funds for social activities such as weddings, which undermined the intended objectives of the programme.

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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 lifestyle.

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 brownfield 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 occupation, and measures and instruments for determining satisfaction. Utilizing existing case research from a continuing study of the inner urban Sydney redevelopment area of Pyrmont Ultimo, the paper assesses 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, and 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 the .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 available to 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 the 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 it stands, the system may help explain high vacancy and abandonment rates in low-income neighborhoods.

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## 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 whom 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, five of the eleven 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, provided that it is large 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 public agencies in favor of social integration, and construction of social and commercial services that cause 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 a habitability efficiency factor, the faults of the massive production of houses from a survey developed in different condominium housing sets built in the Mexico City Metropolitan Area.

The habitability evaluation was carried out by means of two surveys: a sociological and a psychological one, using stratified sampling of 400 interviews. We establish here the concept of “habitability” as the degree of security that the house can offer as a lived quality of the dwelling site, and it 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 management and maintenance
7. Security in the value of exchange

Finally we discuss the proposed set of habitability factors in order to improve both urban and architectural design in what is known as “social interest housing.” Results highlight the importance of empirical knowledge of cultural and social criteria in subjects such as urban sociology, urban ecology, social psychology, and all of this as part of urban planning and 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 years in Japan. Moreover, Asian modernized cities where the population is still increasing rapidly in urbanized areas have the 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). It is a strategy to design a physical environment in order to enhance the capability of crime prevention. However, the design of architecture, landscape architecture, and urban design in Asian countries had previously laid stress on rationality and urban function, and they had paid attention to neither safety nor comfort of inner city living environments. Therefore we need to discuss the design for urban security in Asian modernized cities more adequately.

Especially one of the most emerging issues for families living in inner city areas is children's safety during commuting to school. Since children generally walk to school in Japan and some Asian countries, whereas in Europe and America adults usually accompany children to school, crimes and accidents victimizing children during commuting to school have been increasing in Japan. Although traditional local communities have created more sustainable and safer neighborhoods to secure children, children's needs have been ignored by urban development policies and plans during modernization (Davis 1996). To suggest methods of reconstructing a safe environment with the view of a stable community, building design needs to consider the living environment in inner city areas 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 in Japan, and aim to suggest strategies to improve the living environment in inner city areas for children. First, we research the present condition of commuting school paths and commuting school systems in Asian modernized cities through the investigation of literature and interviews, and clarify the issues of the public street environment. Second, we evaluate the safety of public streets as commuting school environments through drawing a comparison among Asian modernized cities. Finally, as the results of the evaluation, we propose strategies for improving the 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 the public street environment from the perspective 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 U.S. Environmental Protection Agency (EPA) through the Southwest Center for Environmental Research and Policy (SCERP). It reports on an investigation of the potential for environmentally appropriate interventions in housing and infrastructure in the urbanizing 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 the local community is contingent on community engagement with political processes.

Described are: prototype alternatives for new housing, or retrofitting of existing housing and communities, for sustainable densification of human settlements; stakeholder participation in selected settlements in Tecate, Mexico to identify 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 riverfront sustainable eco-parks on the east and west sides of the city has received the Association of Landscape Architects Arizona Chapter's Award for Excellence in Communication. This paper also describes growth in the US/Mexico border region in terms of social, economic, material, technical, and design parameters. It presents key findings from on-the-ground observational surveys and documentation of physical site conditions and describes 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 in the 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 riverfront parks in two low-income communities of a rapidly growing city on the U.S./Mexico border during the Fall semester of 2003. It facilitates the presentation of findings to very different audiences: city officials, local businesses, professionals, and citizens, with a view to stimulating 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 neighborhood “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 starts from certain assumptions, for instance that residential segregation may be advantageous in various terms from the perspective of the “segregated” individuals; that 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 taken into account.

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 conducted in the context of the case study aim at theory building beyond the preconceived 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 multicultural urban realities, in the US and elsewhere. At present, the dominant policy response in the US to residential segregation is desegregation, intended 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 has yet to be empirically confirmed.

The research results will provide a framework for distinguishing positive versus negative residential segregation and inputs for housing development and a “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:

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

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Inclusionary Housing (IH) policies are used in the United States for addressing local shortages of affordable housing. IH policies 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 number 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 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 the 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 homogeneous, 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 may instead function as a stepping-stone to them, depending 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) the 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. Micro-level interaction data from a population census will be used to conduct tests. Data

on employment locations and types, 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 be handled using distributed (grid) computing techniques.

The policy implications will be examined in the light of the new emphasis on significant housing growth in the UK and reforms 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 also 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 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. In response, both have 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 whom they serve.

At the same time, the context is different. Unemployment is twice as high in France as 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 involvement of voluntary groups and the private sector in favour of official committees.

They also tend to favour a greater degree of centralisation in 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 has 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 easily fit 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 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 the urban environment and the consequent lack of attractiveness. Yet, the resulting urban effects in Europe and in the US are quite dissimilar, as US cities have been particularly affected in their downtown areas.

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 and joblessness to violent crime. Furthermore, this overlapping of issues has reinforced itself 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 the Italian foundation *Compagnia di San Paolo* and experiences developed during my PhD at the Politecnico di 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 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 the 1990s. The most important shift is the reform of the national housing system and the succeeding market-oriented housing boom. Along with natural decline in material space and lag in housing standards, university-staff-residences are facing serious downgrade.

Another important trend is that the roles of universities as research, innovation and international communication centres 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 units.

Another aspect is the reform of university logistic supports, permitting students to live out of dormitories. Also, workers from small companies need to settle down near the campus. Those vacant housing units are ready to be rented to them.

Thus, the increasing newcomers gradually change the population structure of university-staff-residences. Contemporary residents consist of the past elites (old retired staff or their families), the future elites (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 mean 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 behaviour 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 re-examines 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 complementary 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 developing countries of Latin America takes place outside of governmental regulation and oversight, and beyond the reach of formal-sector development companies. The fact 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 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 over 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 further 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 and 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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Along a tradition of research starting with Kain (1968), scholars have explored the discrepancy between the residential concentration of minorities in central cities and the growth of low-skill and semi-skill jobs in suburban areas — the “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 processes.

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 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 youths' intra-metropolitan and inter-group employment differentials, and what is more, to 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 populations and rich geographic heterogeneity suitable for this research question, they are also very different in many terms as representatives 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 for 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 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 the 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 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 socio-economic development.

Consequently, the central theme of this study is focused on the physical impact of 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 in the 16th century that still presents, until now, almost intact with its original infrastructure.

Architectural and cultural heritage as well as natural resources are used as a means for the economic and social revitalization of the city. Houses with traditional architectural characteristics still exist and the preservation of their historical features has become an important issue. Thus, the relevance of this study is oriented toward the conservation of traditional Spanish-colonial housing.

Therefore, the main purpose of this paper is to identify the different physical impacts provoked by the tourist industry on traditional Spanish-colonial housing for tourist consumption, entertainment and other facilities.

The method of study consists of the analysis of the original physical characteristics of the Spanish-colonial housing located in 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 field surveys about the existing conditions of façade design and interior plan arrangements and the analysis of documents and statistical data published by national and local governments.

As a result, it was found that the main issues in the case study of Granada are the lack of specific guidelines for the conservation and rehabilitation of historical buildings as well as the lack of community activities oriented toward 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 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 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 the 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 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 the 1960s to the 1980s in Ha Noi. They were constructed during the period of the state-planned economy in Viet Nam and were

considered as a model of urban expansion in Ha Noi at that time, with a complete planning design. However, most of these complexes were not fully built according to the original design.

Their roles have changed together with the “renovation” policy introduced in the 1990s. These apartment quarters are no longer regarded as ideal examples of urban development in Ha Noi because of their age and many inconveniences. Nevertheless, their original role as development nuclei has continued to influence the current urbanization process in Ha Noi. Therefore, the renewal and upgrading of OAQs have not only revitalized deteriorated residential areas but have also exerted positive impacts on surrounding urban areas.

Located in important urban positions, and due to various subjective and objective reasons, most of these housing complexes have seriously deteriorated and are no longer able to satisfy the modern expectations of their inhabitants. Moreover, the investment required for improvement or renovation of these complexes demands a large amount of funding that municipal authorities are unable to provide. As a result, deterioration has progressed rapidly in a disordered manner, with limited public concern and intervention. Recently, alongside the policy of socialization in investment and the mobilization of private capital, a new direction for upgrading and renovating aging residential complexes has been introduced through the involvement of real estate investors. Several redevelopment plans have been prepared for the OAQs with the aim of achieving a better urban vision.

Approaching the issue from two perspectives — urban spatial structure and socio-economic structure — the study provides a multidimensional analysis addressing the questions:

“Why is it necessary to renew and upgrade OAQs?” and “What are the impacts of the renewal and upgrading process?”

The establishment of OAQs and their development are reviewed in order to provide a historical perspective on the shaping of residential structures and their role in the urbanization process of Ha Noi.

By analyzing the characteristics and position of OAQs in Ha Noi’s master plan, the research examines their influence on surrounding urban areas as well as on the overall urban structure.

The study also analyzes the basic theories applied in the original design and compares them with contemporary planning approaches and experiences. This comparison highlights theoretical reasons for the backwardness and deterioration of OAQs.

Finally, the paper proposes possible methods and tools for classifying OAQs in specific cases in Ha Noi. Based on suggested criteria, the classification is developed together with recommendations for spatial design strategies appropriate to each class.

Main data sources are extracted from reports of the Ha Noi People’s Committee on OAQs, surveys conducted by JICA in Ha Noi, the Master Plan of Ha Noi to 2020, and the author’s own research 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 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 in order 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 defining 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 during their initial six-month period (grants 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 or leaders involved in the partnerships; assessments of the relationships among actors in the partnerships; and assessments of the correlation between the goals and performance of the partnerships.

The research draws on 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 Hurricane Katrina. This professional involvement in pre- and post-Katrina community planning provides comprehensive and critical insights into the effectiveness of university–community partnerships in hurricane-devastated New Orleans.

Our research takes place during the first critical months of the 24-month grant period. The analysis and assessment of this research phase will allow us to offer findings and recommendations to universities and community partners involved in these processes at a crucial stage of their development, encouraging truly community-led planning processes in New Orleans and the Gulf South. In broader terms, the findings will also contribute to expanding 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 Vietnam, Concentrated Industrial Zones have developed rapidly, especially in large cities. Approximately 50 such 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 at about 500,000 workers, most of whom are very young: 60% are under 25 years of age and only 15% are over 30 years old. Most labourers are not local residents. About 90% come from other provinces and regions, and they live in rental housing usually located near the industrial zones.

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

Recently, all levels of government have discussed the issue and proposed various initiatives to improve the living conditions of workers. However, these measures have not yet been strong or sufficient enough to change the situation.

Proposing solutions for housing for workers in concentrated industrial zones across the country in general, and in this region in particular, is a vital and urgent task for the Government and all sectors in Vietnam. These solutions include appropriate mechanisms and policies related to housing and labour development strategies, as well as physical measures aimed at improving housing conditions.

Issues of housing socialization and the market economy also need to be considered in these proposals, together with the mobilization of resources from all sectors and support from the Government.

The paper examines housing for workers in concentrated industrial zones in the Ho Chi Minh City region, starting from an investigation of existing housing quality and workers' living conditions and moving toward proposals for housing policies and solutions for the region. The aim is to improve workers' living conditions and contribute to building a sustainable development path for the country.

Key words: housing policies; concentrated industrial zones; Ho Chi Minh City region.

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## REMODELING AND REBUILDING OF DETACHED HOUSES IN SUBURBAN HOUSING AREA

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The life span of 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 demolished. Using good-quality housing over a longer period has therefore become an important issue in housing policy.

This study aims to investigate the 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 research methods were employed. The first method consisted of examining records of rebuilt houses submitted to the municipal office. The second method involved conducting a questionnaire survey among residents of detached houses regarding alterations made to their homes, as well as information about the houses and family types.

The results are summarized as follows:

1. About 40% of houses were rebuilt within 35 years after their construction; and half of the rebuilt houses were owned by newcomers.
2. About 50% of houses were extended through remodeling within 15 years after their construction. In addition, smaller houses tend to be demolished earlier. This indicates that houses with an average total floor area of 56.2 square meters were too small to function adequately. This can be explained by the following factors:
  - Most residents were married couples in their 30s or 40s who had, or were planning to have, two children.
  - Lifestyles had changed with economic growth.
3. Houses that have a higher average number of remodeling interventions per year and a larger number of remodeling elements tend to last longer. Therefore, remodeling can be considered one of the most efficient methods for extending the life span of houses.
4. Houses built with prefabricated construction in the 1960s had a short life span. The reason was the poor quality of construction elements. When these houses were built, the prefabricated housing industry had just started, and due to the growing demand for housing, quality was not always a priority.
5. At present, the number of family members tends to be smaller. After remodeling or reconstruction, many of these large houses are now occupied only by an elderly couple or a single person. This leads to low population density and a very specific atmosphere in the town.

Relation to doctoral dissertation: drawn from an approved dissertation proposal.

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

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The treatment that urban planning has traditionally offered to the problem of housing in poor urban settlements in Venezuela has been widely questioned, both for its theoretical foundations and for its limited practical effectiveness (Baldo 1995; Rivas 2004; Rodriguez 2001).

In Venezuela, seeking to break with this traditional approach, the National Housing Council (CONAVI) formulated in early 1999 the competition "*Ideas for the Qualification of Zones of Informal Urban Settlements.*" This initiative was later incorporated into the *Program for the Qualification of Zones of Informal Urban Settlements*, which operates under the Housing Policy Law approved in the same year.

This program aims to achieve the physical integration of poor urban settlements with the rest of the city through several actions that involve community participation.

The objective of this research is to evaluate the sociopolitical and financial viability of two of the more than three hundred plans formulated under this new urban policy: the plans for the urban design units of *Las Minas* and *San Blas*, both located in the city of Caracas and presenting particular yet comparable urban characteristics.

For the analysis of sociopolitical viability we apply the Efficiency–Rejection methodology (Castellano & Giordani 1996). The analysis of financial viability is based on balancing the budgets of the financial agencies responsible for the actions with the costs of the proposed works.

With regard to the results, the study shows that in *Las Minas* there appears to be a dissociation between the possibilities and aspirations of the community and the proposals of the plan. There is also poor dissemination of information that could stimulate community participation, and an absence of public agencies capable of financing the proposed actions.

In *San Blas*, the plan seems to respond more directly to the problems of the area; nevertheless, the community is not adequately integrated or informed to assume the

challenges involved in implementing the plan. In addition, the local political context conditions the financial viability of the proposals.

Finally, the study identifies weaknesses and strengths of the national housing policy for urban settlements and makes recommendations for its improvement.

As a contribution to the education and professional practice of urban planners, beyond presenting a valuable experience of urban policy for comparative analysis, the work demonstrates in practical terms how to address the problem of the viability of urban plans through a methodological instrument specifically designed for these purposes.

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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 during the era of national independence and nation-building. Despite serious financial, natural resource, and socio-political 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 resource constraints, urban planners and practitioners must raise public awareness about 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 to explore the links between national housing policy and planning and sustainable development in Kuwait. More specifically, it assesses 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 also evaluates the performance of housing policy and planning both in terms of its stated and unstated objectives and within the framework of sustainable development.

The analysis is based on prior fieldwork conducted over a decade ago, recent fieldwork (2004–2005), and the analysis of primary and secondary data covering three decades. Based on this analysis and consultations with stakeholders, the author proposes an alternative strategy that prioritizes economic, environmental, and socio-political factors and integrates 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 in residential settlement patterns. The research is designed to explore the elementary forms of residential differentiation with a dual emphasis on variations in racial and economic neighborhood diversity.

This research will provide answers to several 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 also 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 color line has become more colorful over the past twenty years, and the methods used to measure diversity and segregation need to capture this reality.

Second, this paper investigates where the growing number of stable racially diverse neighborhoods in the United States are located.

Third, this paper examines 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 an income diversity index, the author builds a typology to examine neighborhood differentiation and metropolitan differentiation.

Finally, the analysis gauges the relative importance that racial diversity and income inequality have on the general quality of life of residents in each metropolitan region in the United States from 1980 to 2000.

The research aims to inform policy by:

- empirically testing the association between neighborhood racial diversity and neighborhood economic diversity;
- empirically testing the causes of neighborhood diversity as a function of economic gentrification;
- empirically identifying vulnerable neighborhoods and identifying neighborhoods that could experience significant social change.

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**HOW DO U.S. CENTRAL CITIES MAINTAIN 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 an 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 the 2003 Current Population Survey). How do central cities maintain such a high concentration of poverty?

Over the past decades, policymakers have implemented various 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.

Previous literature underlying these urban programs has 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 — population dynamics that might be offsetting public efforts to reduce central-city poverty.

In recent years, the “back-to-the-city” movement has stimulated scholars to examine intra-metropolitan movement of households and their demographic characteristics. These studies find a general tendency for poor households to relocate to central cities compared to wealthier households (1,3). However, these studies are largely descriptive portraits of intra-metropolitan movers and do not focus specifically on examining the migration behavior of poor households moving 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 their suburbs available in the datasets, including major cities such 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 wealthier mover households?
2. Which cities are attracting more poor households than others?
3. Have these trends changed from 1990 to 2000?
4. How do demographic and metropolitan characteristics affect the locational decisions of poor households?

The study first relies on descriptive statistics to develop a general understanding of recent trends of in-migration into central cities. Building on the results of the descriptive analysis, the study then uses logistic regression to analyze the importance of income factors 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 indicate 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 aims to promote the development of sustainable housing in the United States by clarifying its definition and using a set of broad and holistic principles as both a guideline and a measure. The research includes interviews with key housing experts and informants, as well as case studies of two real-life examples of housing development that will be evaluated using the proposed sustainable housing framework.

## Relevance

Housing development is a significant focus of planning education, professional practice, and academic research. 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 expanded the definition to include economic, social, and cultural dimensions (Bhatti, 2000; Chiu, 2003; Chiu, 2004). My research attempts to clarify what sustainable housing means within the context of the United States.

Closely related to this definitional challenge is the lack of an analytical tool and framework to understand and evaluate the multidimensional aspects of housing and sustainability. Because of the social and cultural significance of housing, we need more than standard academic tools for examination and assessment.

What is needed is a holistic set of principles for sustainable housing that can serve both as guidance for planners and as a tool for analysis and evaluation. Consequently, there is currently no effective analytical framework that encompasses a holistic set of principles reflecting the social, cultural, economic, and environmental dimensions of sustainable housing development in the United States.

While work has begun in other countries to develop such frameworks (Bhatti, 2000; Chiu, 2003; Chiu, 2004; Thorns, 2004), an effort to create a similar analytical tool has been largely absent in the United States. The creation of such a framework is crucial if more sustainable housing development is to be promoted.

## Data Sources

Literature and documentation reviews; interviews; archival records; direct observations.  
(*This proposal is drawn from an almost completed doctoral dissertation.*)

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#### LOOKING AT COMMUNITY DEVELOPMENT STRATEGIES IN THE UNITED STATES: THE FRENCH EXPERIENCE SINCE THE 1990s

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The French experience in studying community development and urban revitalization in distressed neighborhoods in the United States has recently been largely motivated by questions raised in France regarding urban policies and political action in the city.

Since the *Politique de la Ville*—a national policy promoting urban revitalization in poor neighborhoods introduced at the end of the 1980s—the political orientation has aimed at more participatory action in cities and less top-down strategies, seeking alternative planning tools. At the same time, the emergence of new concerns such as security issues, urban segregation, and the conditions of disadvantaged neighborhoods has increasingly linked spatial and social relations into one central problem to be addressed.

In this context, the analysis of community action and development in the United States, from a transatlantic perspective, became a tool both for understanding existing urban problems and for identifying possible policy responses. It also contributed to the emergence of new concepts and terminology within the French debate on urban policy.

The questions addressed in this research 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 for revising French urban policies?

To answer these questions, the study examines the methodological challenges of cross-national comparison within a scientific field that is fragmented across multiple disciplines.

Clarifying knowledge about community development and urban policies in the two countries requires constructing a methodological balance between similarities and differences. It also involves multiple conceptual interpretations of planning practices on both sides of the Atlantic.

The research also explores how the importation of practices and concepts from the United States has been used within the planning discourse of the *Politique de la Ville* and French urban policies more generally.

To do so, the study reviews recent French research in sociology, urban planning, geography, and political science, with particular attention to the work of Jacques Donzelot and Marie-Hélène Bacqué, who have played a central role in interpreting and promoting the idea of the American “community development model” within the French policy debate.

Finally, the paper demonstrates how Boston has become a symbolic reference point in French academic and policy discussions, representing American urban practices and policy approaches in comparison with those existing in the French context.

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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 obtain better housing. Many of them still live in slums or squatter settlements in inner-city areas close to their jobs. One of the options adopted by some governments is to utilize land readjustment techniques and resettle them in low-cost housing in the form of walk-up apartments with rental as well as ownership schemes.

Some scholars argue that with walk-up apartments the poor can be resettled close to their sources of income and that the use of expensive urban land can be more efficient.

In Jakarta, for similar reasons, the government resettled the poor from a squatter area in Kemayoran into walk-up apartments on the same site. However, after more than a decade it has been observed that some of the ownership rights of the apartment units have been transferred to higher-income groups.

Using investigative research to determine the present housing conditions of households who moved from the site, the study of Kemayoran walk-up apartments reveals that households who transferred ownership rights to higher-income groups moved to nearby slum areas. This occurred primarily because living in the walk-up apartments remained too expensive for them and because the units gained exchange value that could generate profit for the poor.

Households working in the informal sector and with more than four members were unable to afford maintenance costs. Meanwhile, the price of the units continued to increase because the strategic location attracted younger and more affluent groups who purchased units as second homes.

This situation forced poorer residents to sell or re-rent their units to higher-income groups. It is therefore argued that without proper regulation, sufficient subsidies, and more importantly economic and social empowerment of the poor, the idea of walk-up apartments as housing for low-income groups will not be sustainable 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, the study focuses on how these spaces provide nature, social interaction, and recreational opportunities for residents in high-rise environments and how they enhance quality of life.

The research draws on on-site observation and interviews with residents in high-rise housing, including children, to understand the role and function of public spaces in everyday life.

Key questions include:

- To what extent are different types of public spaces — precinct gardens, neighbourhood parks, rooftop gardens and others — used by residents?
- Does the floor level of residents influence patterns of use?
- What benefits do residents perceive from these spaces?
- To what extent do these spaces contribute to community development?
- How do these findings compare with international studies on urban greenery in residential environments?

As Pynoos et al. have long suggested, when households consume "housing," they purchase or rent more than a dwelling unit and its characteristics. They are also concerned with neighbourhood health, social relations, status, community facilities and services.

Increasingly, scholars argue that facilities provision is essential for improving quality of life and liveability in high-rise environments.

Despite early criticisms that high-rise living represented an unhealthy environment for families and children, it has increasingly become an important housing option in inner-city redevelopment under contemporary narratives of urban sustainability.

Singapore, with its long tradition of developing high-rise housing for a large proportion of its population, therefore provides an important case for understanding 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 into a market-oriented economic system, rapid socio-economic re-stratification and community rebuilding have resulted in the creation of new physical and power spaces of urban communities in China. During this period, people's welfare provision has gradually been transferred from the *danwei* (work unit) back to the local community. A series of social problems emerged, while the immature community system suddenly had to play a major role in providing all-around care and services, which had previously been the responsibility of the *danwei*.

Based on field research and planning practices conducted between 2001 and 2005, this paper first applies the analytical framework to two cases in Baoshan, Shanghai (a major steel base in China and one of the most important national enterprises), focusing on work-unit–based community regeneration. Through these cases, the paper examines the impacts of the transfer of welfare and responsibilities in the process of community rebuilding.

Secondly, the paper seeks a pragmatic method of community planning through which local issues and needs could be better understood and addressed, even within a relatively undemocratic governance system. These strategies were selected because China—especially Shanghai—was undergoing rapid urbanization and profound socio-economic transformation.

In light of the continuing social reforms in China, local communities are likely to remain caught in a dilemma between "bureaucratic administration" (a legacy of the planned economic system) and "civilized governance" for some time. If planners wish to make tactical choices that genuinely benefit residents, it is necessary to review social changes and planning efforts in relation to evolving social demands, and thus improve the methods of community planning.

My work relates to both planning practice and research in Shanghai, China. The key data sources come from case studies and questionnaire surveys.

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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 that the discipline has evolved from a physically oriented model — politically repressive and economically regressive — into a more multidisciplinary, participatory, and redistributive model over the twentieth century. This evolution also reveals that the discipline has been strongly influenced by social movements, particularly feminist movements.

This essay analyzes the meaning and importance of women's experiences for planning and argues for the inclusion of their perspectives at the foundations of the discipline. While the essay parallels the current feminist quest to incorporate gender issues across all themes and concerns of public policy, it adopts a somewhat different stance by arguing for the incorporation of gender-oriented thought and women's practices into the fundamental principles of the planning discipline. Such an approach could bring contemporary planning closer to a 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's inclusion in modern societies, seeking to illuminate the trajectory of such inclusion in contemporary Brazil. Alongside the gender issue, the essay examines the evolution of Urban and Regional Planning concepts and practices worldwide, before narrowing the discussion to the Brazilian context.

It then analyzes the meaning of the gender perspective for planning and argues for the integration of the two. Finally, the paper presents several qualitative accounts of women's activities and perspectives in Belo Horizonte, Brazil, which support the theoretical argument. The interviewed women are leaders who have been successful in promoting social change through their participation in social movements, the Popular City Council, the Participatory Budget process, and initiatives related to land ownership and housing issues.

This work documents both historical and contemporary practices and perspectives of women in an underdeveloped country, highlighting the urgent need to incorporate a gender agenda into the foundations of planning theory and practice. Doing so would contribute to a more humane, socially responsive, diverse, and inclusive approach to shaping our cities and societies.

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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 buzzword 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 within 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, the paper aims to explore the relationship between the involvement of disadvantaged citizens and competing models of democratic participation. As Thomas (1996) points out, the link between models of democracy and strategies of involvement is relatively underexplored. This paper attempts to address this gap by examining how useful a framework based on different models of democracy might be for understanding and theorising patterns of inclusion and exclusion in participation.

These research interests are particularly relevant in 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 scholars see this as providing the basis for an open and participatory planning system (Innes & Booher, 2004), others suggest that this interpretation fails to take account of existing structures of power and inequality and their influence on decision-making processes (Sandercock, 1998). Deeply embedded power relations continue to act as barriers to the engagement of excluded groups, preventing equal involvement in and influence over the planning process.

This paper explores these issues by examining whether increasing participation within the planning system genuinely supports collaborative planning and participatory democracy, or whether deep-rooted structural barriers continue to prevent genuinely open engagement in the planning process. It also suggests what a model of participation based on alternative theories of democratic involvement might look like.

The paper draws upon ongoing research into Planning Aid in England, a programme aimed at increasing the involvement of disadvantaged citizens and groups in the planning system. The programme has recently received government funding as one mechanism for achieving the aims of the revised planning system.

Using interviews with local stakeholders and community groups, the research highlights the challenges and barriers to participation and explores possible reasons for these barriers. It compares the model of participation promoted through legislation with the model that emerges through practice on the ground.

By situating these findings within the broader theoretical literature on participation, the paper contributes to our understanding of participatory democracy in the planning

context and discusses the relevance of different models of democracy for 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 in which to carry out qualitative research projects. Time is often the most pressing limitation that prevents planners from even considering the use of qualitative research methods. Faced with a small window of "research time," planners frequently turn to quantitative research methods, which can often be executed more quickly.

For example, it may be faster for a planner to conduct a census analysis using numeric data available on the internet than to physically visit a community and observe who lives there and under what conditions. Time constraints therefore represent a significant research limitation that often draws planners toward quantitative research strategies and away from qualitative ones.

This paper discusses empirically defensible strategies through which planners can adapt qualitative research projects — such as focus group research, photographic investigations, and field research — to shorter and less desirable time frames.

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#### GENDER MAINSTREAMING IN POORLY DEVELOPED REGIONS — INNOVATIVE PROJECTS FROM AUSTRIA

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In 1999 the European Union, through the Treaty of Amsterdam, declared gender mainstreaming to be a central objective of its policies. Furthermore, this cross-cutting

principle was incorporated into the structural funds for regional development, an important instrument for financing projects in poorly developed regions.

In Austria, attempts to implement the gender mainstreaming strategy at both the national and regional levels began in the mid-1990s. However, particularly in poorly developed regions, the situation has not changed substantially. At present, gender mainstreaming in Austria's less developed regions remains relatively anchorless and exerts little influence either on development projects or on decision-making processes. Nevertheless, there is evidence of innovative practices emerging in Austria.

This paper examines why the implementation of gender mainstreaming in Austria's poorly developed regions has proven so difficult. The main challenges, barriers, and needs include the following:

How to communicate the topic

The concept of gender mainstreaming is difficult to communicate, particularly in less developed regions. Obstacles include the absence of an appropriate translation into German, the continuing perception of gender mainstreaming as a purely feminist topic, and the fact that many people have heard the term without understanding its implications. Addressing this issue therefore requires careful and well-designed information strategies.

Untapped development potential: women

Women's contribution to regional development is significant, yet they remain underrepresented in decision-making and planning processes. As global competition between regions intensifies, regions need to mobilize all available resources to ensure successful development. Making better use of women's knowledge, skills, and labour potential would improve living conditions and support regional development.

Top-down versus bottom-up approaches

Poorly developed regions in Austria rely heavily on the concept of endogenous regional development, which is based on bottom-up processes. To ensure sustainability, the top-down strategy of gender mainstreaming must therefore become integrated within these regional bottom-up development processes.

Decision-makers and regional politics

Public life in poorly developed regions is traditionally dominated by men through institutions such as local political structures, clubs, informal networks, and social gatherings. As a result, men often find it easier to defend their interests and participate in decision-making processes, even if they spend less time in the region than women. Strengthening the role of women in regional politics therefore remains an important challenge.

Integrating gender into development topics

Gender mainstreaming needs to function as an important cross-cutting principle within all regional development projects. Currently, awareness of its added value remains limited. By linking gender perspectives to all thematic areas of regional development, gender mainstreaming can become more firmly integrated into mainstream development practice.

Financial resources

Finally, financial resources play an important role. Although considerable public funding is currently spent on gender mainstreaming projects—more at the federal level than at regional or local levels—dedicated funding for projects supporting equal opportunities would contribute significantly 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 United States in terms of race, crime, and unemployment, the residents of McDaniel Glenn proved to be quite unique in developing an intergenerational planning committee to guide plans for the rehabilitation of their community.

I sought to understand why this particular community had chosen to engage young people so actively in a planning process that is typically relegated to adult members of public housing communities.

The research design for this study underwent many revisions before data collection began. It initially started as a qualitative case study of a unique planning process involving youth and adults working together as members of an intergenerational planning committee.

What ultimately emerged was a rich study driven by the methodological tenets 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 involved.

Without such an open-ended research methodology, the results of this study would likely have been far more limited and potentially 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 represent a type of ethnic enclave that develops around places of worship and is inhabited predominantly by congregants of one faith who may or may not share a single ethnic origin.

Although still present across North America, such “parish-like” religious communities were more common around Catholic and Protestant churches until the first half of the twentieth century. Over the last fifty years, however, improved transportation and greater freedom of choice in religious matters have contributed to the decline of faith-based communities.

Recently, however, there has been a resurgence of such communities, mainly among ethnic groups and followers of what are often referred to as “new” religions. These communities are restructuring and redefining metropolitan geography in significant ways. Despite this transformation, the role of religion as an organizing principle in the formation of new neighbourhoods has rarely been studied within planning and geography.

The literature examining how faith-based ethnic communities evolve and how they integrate or segregate their members is limited. In the absence of systematic studies, this research explores several questions:

- What are the internal structures and characteristics of faith-based ethnic communities?
- What social and personal factors draw people toward such communities in the modern age?
- What processes lead to the formation of faith communities as localized concentrations?
- Are these communities sites of spatial and social segregation?

In addition, the research examines how local municipalities respond to the growth of such communities, which often develops in ways that diverge from conventional municipal planning practices.

The study focuses on several ethnic communities representing five major religions in Canada: Islam, Hinduism, Sikhism, Catholicism, and Judaism. Data were collected from municipal property records, the 2001 census, and individual as well as focus group interviews with residents and key informants, including ethno-religious leaders and elected officials.

Preliminary analysis indicates that faith-based communities are not socially introverted. However, they appear to introduce a certain discontinuity within the existing urban fabric. Focus groups conducted with residents in two study areas produced mixed results. Many residents indicated that they moved to these neighbourhoods for spiritual reasons, enabling them to visit their places of worship more frequently. Another commonly cited motivation was the desire to protect their children from what they perceived as unhealthy or immoral aspects of Western social habits.

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

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I recently began working on my PhD thesis entitled "Construction of Territorial Identity in a Multi-Cultural Context." This research is conducted within a *co-tutelle* program between Mexico and France. The present paper documents the first stage of this research.

The paper is organized as follows. First, I introduce the main problems addressed in my thesis. Then I present a case study of Mexico City, particularly focusing on the difficulty of defining a single urban identity within a multicultural context. Finally, I summarize the main arguments of the paper.

### Problems of the thesis

The starting point of this thesis is globalization, understood as a phenomenon that stimulates new approaches in urban planning (Bouinot, 2002). These approaches attempt to combine global and local values and scales.

New planning processes emphasize the role of the urban project as a comprehensive vision of a territory and its future (Ingallina, 2001), aimed at improving its attractiveness. As a result, planning policies based on project-oriented approaches attempt to identify the principal values of a territory in order to define its identity.

Consequently, it becomes necessary to establish the different values that characterize a territory for all its inhabitants—both its present identity and its possible future identities. What could be the new identity of a territory that combines historical values with emerging values shaped increasingly by a multi-ethnic society (Roncayolo, 1997)?

Furthermore, how can the city — through its urban form and spatial structure — address the issue of identity within this complex and fragmented social context?

### The case study

This research analyses how cultural heritage can support urban development in fragmented cities. In Mexico City, not all residents share the same urban heritage, which can generate conflicts. Urban heritage is not universally recognized as representing the same values for all inhabitants.

Starting from the hypothesis that urban heritage contains the principal values of territorial identity (Giovannoni, 1998), and considering the complexity of Mexico City, defining urban identity becomes a particularly challenging task.

This paper proposes a new conceptual approach to addressing this challenge.

#### Contents of the paper

The transformation and evolution of cities occur through various “rhythms” (Roncayolo, 2002), also referred to as urban temporalities.

Urban temporality can be understood as a process of sedimentation, in which different historical layers accumulate and shape the city at any given moment. This paper proposes a new interpretation of the concept of urban temporality.

In this perspective, the city is conceived as a cumulative phenomenon of experiences that generates different identities over time. These evolving identities reflect the changing values and meanings attributed to urban heritage.

Rather than defining a single global identity for the city, it may therefore be more appropriate to recognize multiple identities associated with different periods and territories.

Using this interpretation of temporality, the paper analyses the relationship between urban temporality and the concepts of urban heritage and urban form, thereby enabling a more nuanced understanding of urban identities in multicultural contexts.

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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 measurement approaches result in different

approaches to social policy. In other words, the paper asks whether the familiar statement “*what we measure is what we pay attention to*” holds true.

While there is a well-developed body of criticism of the poverty threshold in the United States (see, for example, Bernstein, Brocht, and Spade-Aguilar 2000; Citro and Michael 1995), relatively little work in the United States has examined other countries’ approaches to measuring poverty in detail, or evaluated their relevance to the American social and political context.

We begin by examining the historical and conceptual evolution of measures of need in each case, identifying the underlying concept of need on which each measure is based. Next, we compare the practical consequences of different definitions by recalculating measures of social need in a single locality using the alternative definitions discussed in the first section.

We conclude with an evaluation of the implications that different concepts of need would have for key spatially targeted social policy areas in the United States, such as housing and human services.

This paper forms part of a larger research project investigating how planners use the limited, flawed, and often inappropriate “official” data available to them (Innes 1990; Ward 2004). Planning practitioners, educators, and researchers are similarly constrained by the limitations of *what we measure*. Through this work we hope to open a broader debate about whether these limitations can be overcome.

The paper therefore presents less of a technical discussion than a broader conceptual reflection on how social need might be measured differently, and whether alternative measures would improve the spatial targeting upon which many social policy interventions depend.

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

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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

discussion within the urban planning literature itself about the role, potential, and limits of qualitative research (see Gaber, 1993; Greed, 1996).

In an era where planning policy emphasizes collaboration, community participation, and partnership, and operates within dynamic multicultural spaces, this provides a window of opportunity to (re)generate the potential of qualitative research.

The primary argument of this paper is that qualitative research can help us better understand the culture of — and within — local governance structures and neighbourhoods, thereby enabling the development of more context-specific, culturally sensitive, and ultimately more effective policies (Maginn, 2004; Thompson, 2005; Thompson, 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 and planning. The Chicago School of Sociology and Human Ecology were among the leading proponents of ethnographic research in the early decades of the twentieth century, providing in-depth insights into the “culture” and spatiality of local communities and neighbourhoods.

By the late 1960s and 1970s, qualitative and ethnographic research in urban studies and 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 twentieth and early twenty-first centuries, the forces of globalization and contemporary geopolitics 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.

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 neighbourhood level?

On the one hand, quantitative research can provide important data on how many people of different ethnic, gender, age, religious, and sexual backgrounds live in our local neighbourhoods, and it can statistically measure levels of socio-spatial segregation. Such data, however, tells us relatively little about the “how” and “why” of people’s lived experiences of negotiating contemporary society.

Questions of a *how* and *why* nature are best addressed through the use of qualitative and 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 and 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 who are getting ready to commence — or who are in the early phases of — their fieldwork.

References:

Papers to be included in this session will come from:

Iohin 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 in the rebranding 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 the development of 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 the social dimensions of regeneration.

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. It may therefore be suggested that the key contribution of TCM to social regeneration lies in questions of 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 addressed through empirical findings drawn from selected case studies. Approximately 350 towns in the UK have officially employed TCM schemes; of these, twelve locations were selected for the survey and one for a pilot study. The cases represent various types of TCM initiatives, ranging from janitorial to strategic models, as well as different urban regeneration programmes implemented within town centres.

The field survey was based on a qualitative approach, combining field observation, secondary sources, and taped semi-structured interviews with town centre managers, representatives involved in urban regeneration programmes, and local authority agents. The extent to which social equity was achieved was found to vary according to the social and economic circumstances of the locality and the socio-political relationships between TCM schemes and local authorities.

Out of the pilot study and the twelve sample towns, only three cases — Wigan, Doncaster, and Wood Green — demonstrated a positive impact of TCM in promoting social equity within regeneration initiatives. Two further cases — Birmingham and Reading — provided useful counter-evidence.

Drawing on data from these five case studies, this paper discusses the roles and potential of TCM in redistributing the benefits of regeneration across communities belonging to different social strata.

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## INTERNATIONAL COMPARISON OF PLANNING PRACTICE EQUITY

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It has been twenty-five years since the introduction of sex discrimination legislation in the United Kingdom. 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 of respondents reported that they had experienced discrimination at work, often in the form of attitudes in the workplace and sexist questions during interviews.

To address such problems, the UK and the European Union have adopted the mainstreaming approach, which is now central to the implementation of equality policies. This approach involves integrating equality considerations into every aspect and

phase of policy development and implementation, as well as into the ways in which professionals work with one another.

The proactive steps taken in the UK provide useful models for the United States. Although laws and policies addressing gender discrimination have existed in the United States since the 1960s, mainstreaming gender equality continues to fall short.

Petrie and Reeves argue that the planning profession in both the UK and the US has historically been male dominated, and it is therefore not surprising that prevailing definitions and practices of planning reflect this imbalance. It can reasonably be assumed that because planning has been shaped largely by male perspectives, a more systemizing approach has tended to predominate. This tendency can be observed particularly in development control systems and in the field of transport planning.

Similarly, Sandercock and Forsyth write in their 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 required to address planning for diversity in the context of sustainable urbanization. The survey will provide an international comparison between planners in the United States and the United Kingdom, with the possibility of expanding the research further to include European networks, the Canadian Institute of Planners, as well as Icelandic and Antipodean planners.

Importantly, the project aims to provide the first benchmark survey of the planning profession in the twenty-first century. Based on the survey data, strategies for mainstreaming gender equality within planning practice can be developed.

The URL for the survey is:

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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 often assumed to be antithetical to cultural identity (Escobar 1992; 1995). Communicative and collaborative 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 fewer than 1,000 people, applied comprehensive and strategic planning methods and professional assistance to form a community development corporation and implement a unique development strategy — located outside of the tribal community — that supports customary values, knowledge, and institutions.

American Indian tribes have exercised the Indian Self-Determination Act of 1975 and have strategically invested federal and other funds to establish governing institutions, businesses, services, and control over land. Unlike most federally recognized Indian tribes, the Pueblo Indians of New Mexico retain theocratic and non-elected forms of governance that were originally recognized by the King of Spain, and they remain within their ancestral domains.

Based on developments between 1982 and 2002, this paper contrasts Zia Pueblo’s use of rational planning methods within customary institutions with the experience of neighbouring Cochiti Pueblo, where the community struggled to assume control over a federally planned flood-control dam and lakeside development project that had caused social and political tensions within traditional institutions.

The most stable development outcomes were achieved when planners and tribal officials strategically engaged customary knowledge and traditional leaders alongside external experts in the planning process.

The author worked as a practicing planner with these communities between 1982 and 1987 and later 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 as well as development institutions.

The findings are relevant to debates on the role of cultural knowledge in planning theory (Friedmann 1987) and to indigenous planning practice throughout the Americas and other regions, as governments increasingly recognize indigenous community identities and governance structures within rural and national development frameworks.

The paper is not part of the author’s dissertation.

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**“CITY AND GENDER EXPERIENCES, PROBLEMS AND PARADOXES”**

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Along with the growth of feminist scholarship, different efforts have emerged to establish connections between gender and space. From Christine de Pizan in *The City of Ladies*, who conceived the city as a space of citizenship, to Virginia Woolf, who claimed that a woman must have a *room of her own* as a privileged space for writing freely, feminist interest in the city arises from unequal spatial distribution.

These perspectives question the roles traditionally assigned to women and the differential allocation of public and domestic spheres. They also emphasize that it is within the urban setting that daily life is produced and reproduced, and where women’s mobility and activities often respond to “feminine” stereotypes shaped by a masculine perspective—not only in planning but also in dominant culture more broadly.

This paper addresses discussions about gender, space, and place in the city, which reveal a number of complex and paradoxical dimensions.

On the one hand, monolithic definitions that associate the masculine with open, official, discontinuous, and public domains, and the feminine with interior, domestic, continuous, and private spaces, influence the urban arrangement and spatial structure of Latin American cities.

Some expressions of this dynamic can be observed in the ways women attempt to reconcile multiple roles—within the home, at work, and through access to services located across different parts of the city. These situations often involve profound inequalities in the use of and access to the benefits of urban life.

On the other hand, the traditional assumption in modern urbanism regarding the separation of spaces for living, working, consumption, and leisure has differential consequences for women. Women are frequently required to undertake double displacements and sometimes even triple work schedules in order to fulfill their responsibilities in both public and private spheres.

Particularly in lower-income contexts, women often bear the burden of hierarchical labour divisions within family organization, despite ongoing transformations in traditional family structures.

Another important theme emerging from this work concerns the multiple meanings of the city. Urban spaces and places are symbolized in different and sometimes contradictory ways depending not only on gender but also on other positions within the social structure, such as sexuality, age, class, and territorial belonging. These factors shape diverse processes of identity construction.

All these issues are explored in this paper through the analysis of both longstanding and emerging debates, illuminated by fieldwork conducted in a popular urban neighbourhood in the city of Concepción, 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 aimed at addressing the problems associated with segregation.

The increasing prevalence of dispersal programs raises several relatively unexplored questions:

Who is considered eligible to be dispersed, and how are such populations constructed as needing to be controlled? How is dispersal justified, and how is that justification connected to particular representations of the city? Does dispersal address—or instead intensify—the problems of discrimination, inequality, and limited mobility with which concentration is intertwined? What additional effects does it have, and what are its implications for the meaning of urban citizenship?

To address these questions, the paper conducts a case study of the United Kingdom government's policy of forced dispersal for refugees seeking asylum and requiring state assistance, introduced as part of sweeping reforms to the immigration system in 1999.

According to government estimates, the proportion of asylum seekers residing in London declined from 85 percent before the policy was implemented to less than 30 percent by 2004.

The paper analyses relevant public statements by key government agencies and officials, including the Immigration and Nationality Directorate, the Urban Task Force, the Home Secretary, and the Chair of the Commission for Racial Equality, as well as transcripts of parliamentary debates.

It also examines media representations of refugees, relevant urban policies, and reports by non-governmental organizations regarding the impacts of the dispersal program.

The preliminary findings are highly relevant to both planning practice and research. The justification for the dispersal policy was closely linked to representations of British cities as “in crisis”, promoted by the government-sponsored Urban Task Force and reinforced by media narratives describing “waves” of refugees overwhelming housing and social services.

The paper suggests that refugees present particular challenges to the construction of national unity and social order, as claims for asylum inherently challenge state sovereignty.

These challenges are especially visible in cities, where the density of diversity can make state control more difficult, enable the formation of syncretic cultures, strengthen expressions of difference, and support social movements that question established definitions of citizenship.

In response to these dynamics, the paper argues, the British government has emphasized assimilationist integration policies combined with forced dispersal, potentially reinforcing the notion of a “threshold of tolerance” that dispersal policies are intended to alleviate.

The paper concludes by considering the effects of dispersal policies on definitions of national belonging, on refugees’ experiences of integration, and on the role of planners 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 has been an exciting growth of interest, research, and action regarding issues of gender, feminism, and economic development in European Russia (Attwood, 1996; Khotkina, 1994; Pushkareva, 1997; Sperling, 1999), much less attention has been given to the Siberian regions of the country (Rethmann, 2001).

The strong focus on European Russia has resulted in a lack of research on Siberia’s ethnic minorities, such as the Buryat people in Ulan Ude. While research has lagged in this region, economic development has not.

This paper seeks to advance our understanding of the ways in which the transition to a market economy has affected women’s lives and how Buryat women and men understand and negotiate the consequences of economic development in their home and work lives, with particular attention to different constructions of gender.

The paper explores the experiences of Buryat women and their families in the context of the political and economic transformations that have taken place in Ulan Ude, Russia, over the past twenty years.

In most societies, cultural, social, and economic expectations placed upon women and men are complex. However, the shift from a planned economy to an open market economy in Russia has made these expectations and experiences even more dynamic and challenging.

Different generations have been shaped by the political, social, and economic realities of their time. As these realities change, individuals face new challenges. Gender and generation influence people's ability to adapt and survive under changing conditions. These circumstances generate new relationships and expectations that must be negotiated.

This study is particularly concerned with how relationships, roles, responsibilities, and expectations have changed as a response and adaptation to the post-Soviet economic transition. In particular, the research focuses on how Buryat women in Siberia are adapting to, challenging, analysing, surviving, and sometimes thriving within the processes of transition and globalization.

Based on 30 oral histories, four focus groups, and ten months of participant observation, the paper presents primary data concerning economic relationships within Buryat families, focusing on women's experiences before, during, and after the transition to a market economy.

The stories and lived experiences of these women are intended to contribute to a deeper understanding that may inform policy initiatives and development programs capable of improving everyday life and supporting 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. In contrast to the vast literature emphasizing the darker side of diversity — such as exclusion, racism, discrimination, and insecurity — an increasing number of commentators (Amin, 2002; Sandercock, 2003; Fainstein, 2001, 2005; Landry, 2000–

2004) have begun to focus on the positive social, cultural, and spatial aspects of diversity, which enrich the quality of urban life.

The challenge, however, is to reconsider the city as a locus of change and societal dynamism, as it has been throughout past centuries. An initial sign of this shift can be seen in the growing popularity of describing cities as “entrepreneurial” (Harvey, 1989; Hall & Hubbard, 1998), “innovative” (Simmie et al., 2001), and more recently “creative” (Landry, 2000–2004).

In fact, diversity fuels cultural and artistic creativity on the one hand and entrepreneurship and innovation on the other. Yet without an appropriate organizational culture and political commitment, this creative process may be jeopardized (Landry, 2002).

This raises an important question: How can urban policies enable creativity and transform diversity into a positive force for social cohesion in cities?

In order to respond to the dynamic characteristics of the contemporary city and multicultural urban society, urban policies must be creative, flexible, and participatory, encouraging smooth interaction among diverse groups.

This study argues that public space acts as a multiplier of social interaction, making it a key context for examining urban conditions that foster innovation. However, as Amin (2002) notes, “the city’s public spaces are not natural servants of multicultural engagement.”

This paper therefore explores how public places where diverse groups interact through economic, social, and cultural activities can function as policy-making anchors that foster the positive dimensions of diversity.

The research focuses on shopping streets, public squares, parks, and other public places in Antwerp, Belgium, where diverse groups interact positively.

The analysis is based on two complementary investigations:

- Policy-level research: A survey of policy documents and semi-structured interviews with policymakers and planners to understand how diversity is perceived in urban development strategies.
- Spatial analysis: A land-use study designed to develop a typology of public places where diverse groups interact, enabling the identification of different forms of interaction.

Based on these analyses, the paper develops ideas on how such interactions can be translated into practical social cohesion policies.

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## SOCIAL EQUITY IN URBAN PLANNING: EARLY MANIFESTATIONS

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This paper examines the writings of several founding fathers and mothers of urban planning, with an emphasis on the United States, in order to explore whether early manifestations of concern for social equity can be identified in the origins of the profession.

The analysis begins with letters and other writings of Frederick Law Olmsted, Sr., and continues with the work of several other figures, including Jane Addams.

The paper suggests that during the period from the late nineteenth century to the early twentieth century, a number of ideas emerged that deserve to be revisited and reconsidered in contemporary planning practice.

Although the first professional urban planners did not necessarily view social equity as the central passion of their work, several early thinkers revealed in their writings sensibilities that suggested at least a latent concern for the rights of disadvantaged populations.

The methodology used in this research consists of a critical examination of the writings of five early pioneers in the field.

The relevance of this research to planning education and practice lies in demonstrating that equity planning is not merely a modern invention but has roots embedded in the early intellectual foundations of the planning profession.

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

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Emerging theoretical concepts on mobility highlight that mobility is not merely a simple function of movement but a meaningful, power-laden, and contextualized geographical

phenomenon. As a right, mobility is deeply entrenched in Western liberal thought and has long been intertwined with the idea of liberty. But is this liberty enjoyed equally by all? Different social groups have distinct relationships to this differentiated mobility. Some are more in control of mobility than others, while some are more on the receiving end of mobility constraints. Mobility thus emerges as a function of the varying capabilities of different population sub-groups.

Mobility is also a highly gendered phenomenon. This is particularly evident within cultural contexts where mobility expresses power relations and delineates household responsibilities. What happens when such expressions are situated within a society that does not share similar cultural obligations and expectations?

In this context, an important question arises: what happens when immigrant women from non-Western societies attempt to create a place for themselves in a modern welfare society such as Norway?

This paper explores these themes through an emerging theoretical perspective and examines the case of non-Western immigrant women and refugees in Norway.

The empirical data for this study were collected using a combination of qualitative and quantitative methods, including focus groups, interviews, and a questionnaire survey covering various aspects of daily mobility.

The paper attempts to address the following questions:

- What mobility barriers and problems do newly arrived immigrant women and women on public assistance face in general, and particularly when attempting to enter the labour market in Norway?
- Do women from different cultural backgrounds bundle their trips in different ways and to different extents?
- What bargaining strategies do they use to negotiate their mobility in Norway?
- Does the length of residence in Norway play a significant role in shaping changes in their preferences and behaviour over time, or are their attitudes primarily influenced by cultural background?

The paper aims to provide insights into racial and ethnic differences in women's travel behaviour. Previous research has shown that these differences are not merely functions of income and residential location, but are also strongly influenced by cultural values and social norms.

Beyond contributing to a better understanding of these dynamics in the Norwegian context, the findings may also provide useful insights for improving public and transport policies affecting immigrant women and refugees 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 with implementing national policies and guidelines as well as reflecting local priorities — a form of decentralised centralism, according to some authors.

Integrated Development Plans (IDPs) — statutory five-year strategic plans linked to municipal budgets — have recently been instituted as the primary mechanism through which this developmental intention is realised. They can be seen as a key way in which planning functions 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 while also shaping the activities of other agencies such as parastatals and provincial and national government departments. Underlying moves toward decentralisation is the assumption that participatory democracy will be strengthened and more responsive service delivery introduced — a position adopted by several international development agencies. By extension, it is often assumed that decentralisation processes will benefit women and promote gender equity. However, international experience suggests that social transformation does not necessarily follow decentralisation. Local elites may entrench their power in ways that exclude and disempower marginalised and vulnerable groups, including women.

In the context of debates over the impacts of decentralisation on women, this paper examines whether decentralised planning in South Africa has expanded the space for women to shape development in their interests, or whether it has instead served to marginalise rights and entitlements established at the national level.

More specifically, the paper investigates how Integrated Development Plans, as a form of planning guiding decentralised implementation processes undertaken by municipalities, reflect gender awareness in both planning and implementation processes. It also considers whether these processes expand or contract the opportunity space for advancing gender equity goals.

Finally, the paper explores the implications for the realisation of women's rights through the implementation of municipal development projects.

The study draws on findings from research conducted at national and provincial levels with government departments responsible for IDPs, the government's *gender machinery*, and women's rights advocates. Planning and implementation processes in three municipalities of varying size, capacity, and political context were examined through key respondent interviews, focus group discussions, and document analysis.

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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 (facade, location on the site, etc.) strongly influences the perception by building users and potential users of the level of safety that the building provides against violent acts or terrorism. Furthermore, the elements of a building's image that shape this perception can be identified, and such perceptions vary across national boundaries and cultures.

However, it is still unclear whether the presence of surveillance devices, such as surveillance cameras, increases the perception of a safe environment or instead signals that a particular location may be dangerous.

This paper will:

- (a) report on the current state of research concerning the physical elements of buildings that increase the perception of safety;
- (b) hypothesize about the role surveillance devices may play in increasing or decreasing such perceptions; and
- (c) perhaps most importantly, identify the ethical issues involved in applying such knowledge to real environments.

For example, is it ethical to design environments in ways that make a location appear safer than it actually is for commercial purposes?

The research presented in this paper draws on an approved dissertation proposal:

Zilbershtein, Gali (2007). *Architecture in the Era of Terror: Design and Perception of Security in Two Societies*. Texas A&M University. Dissertation committee chair: Andrew D. Seidel.

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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 both to inform and to distort. More recently, and at an increasingly rapid pace, developments in information technology have placed the production of maps in the hands of a much wider public rather than solely professional cartographers. It seems undeniable that the average contact people have with maps is significantly higher than it used to be. Furthermore, the spread of services and applications such as Google Maps and personal GPS receivers embedded in many electronic devices suggests that this popularization will continue to grow.

Within the context of urban and regional planning, the development of Geographic Information Systems (GIS) has been strengthened, and GIS analysis is now firmly part of the planning toolkit. However, map production and analysis within planning are not always conducted with full awareness of the different possibilities and distortions that maps can reveal or disguise, particularly when they are used to represent socioeconomic data.

Analytical results and decisions based on such maps may drastically affect many people. This becomes even more problematic in contexts where sociospatial differentiation, income inequality, and segregation are severe, and where planning itself may function as an exclusionary practice — a situation not uncommon in many Latin American countries. In this paper, drawing on Brazilian case studies, we advocate the use of area cartograms. We argue that cartogram-based forms of representation should not only be used more frequently but should be applied alongside conventional GIS mapping in planning practice.

Cartograms can be described as lying somewhere between a map and a graph. Although they have been known for a long time, they have not been widely used. Nevertheless, new methodological developments have recently been made, as demonstrated in the case studies presented in this paper.

The paper presents two empirical studies:

First, we analyse a census-based study of sociospatial differentiation and demonstrate how the relative size of different social sectors of the population can be hidden in conventional maps. By using cartograms, we show how underlying social patterns become more clearly visible.

Second, homicide crime data are mapped for Brazilian municipalities. We demonstrate how misleading information can be produced when maps are not adjusted according to population distribution, particularly in Amazonian agricultural frontier municipalities.

We conclude that as an alternative type of deliberately “distorted” map, cartograms are of paramount importance in avoiding common problems of sociospatial representation. In many — and perhaps most — low-income countries, dramatic social inequalities are often accompanied by proportional misrepresentations that disguise real social conditions. When the objective is to reveal rather than conceal such realities, cartograms become a valuable analytical tool.

The paper is drawn from an approved dissertation proposal supervised by Mike Batty and Paul Longley at University College London.

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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. However, until the advent of Spatial Decision Support Systems (SDSS), GIS lacked the necessary capabilities to effectively 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 known as Spatial Decision Support Systems (SDSS). In contrast to conventional GIS, SDSS provide insight into the trade-offs between planning alternatives that decision makers must consider.

Mexico's National Forestry Commission (CONAFOR) recently launched a major long-range educational initiative aimed at raising national knowledge and awareness of Mexican forest ecosystems across different sectors of society. These include private landowners, the national forestry service, indigenous communities, academic researchers, NGOs, and the media.

For this purpose, CONAFOR created the E-Forest (Bosque Electrónico) program, consisting of a series of web-based applications ranging from forest mapping and ecosystem inventory (eMapas) to distance learning (e-Cursos) and information systems supporting forest-based sustainable development (PRODEFOR).

This paper presents the case study of CONAFOR's eMapas, a web-based GIS developed for forest inventory, monitoring, and analysis and implemented as a nationwide SDSS. The paper discusses the applications of SDSS and their 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 (GIS) and geographic information science are playing an increasingly important role in helping us understand and envision neighborhoods. Data from the United States Census of Population and Housing, as well as other geodemographic sources such as ESRI Community Tapestry data, are routinely queried to produce maps that assist individuals and organizations in making decisions about where to reside, work, shop, recreate, conduct business, or invest.

However, many current search techniques used to identify neighborhoods with special characteristics may be haphazard and inefficient, potentially resulting in poor location decisions and misallocated resources.

This paper demonstrates a refined search technique consisting of Yes–No queries, followed, when necessary, by the construction of weighted indices, and subsequently by queries of both the indices and the underlying data. These procedures are used to identify neighborhoods whose characteristics correspond to either the Suburban American Dream or the needs of creative class professionals seeking so-called "Urban Hip" neighborhoods.

Research by Richard Florida and others has shown that residential location choices of young creative class professionals in central city areas can play an important role in regional economic development.

The study also employs organized collections of small multiple GIS maps, charts, photographs, and tables to place identified neighborhoods within broader spatial and regional contexts.

Case studies from Northern California, including communities in the Monterey Bay area, Silicon Valley, and San Francisco, illustrate how GIS can support spatial thinking and enable more informed decision-making using geodemographic maps and data.

This work is particularly relevant for planning educators, students, and professional planners seeking to make more effective use of digital data and computational tools for identifying neighborhoods with distinctive characteristics.

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#### SOCIO-TECHNICAL NETWORKS IN URBAN PLANNING AND GOVERNANCE

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Information and Communication Technologies (ICT) have become increasingly important tools in urban planning and governance. Whereas traditional approaches to technological innovation tended to focus on the use of ICT to strengthen governmental capacity in urban planning — for example through Geographic Information Systems (GIS) — ICT is now increasingly becoming part of the everyday involvement of non-governmental organizations and citizens in local political and planning processes.

This paper is based on an inter-institutional research project conducted by the Institute of Urban Research and Planning (UFRJ, Rio de Janeiro) and the Master Program in Urban Management (PUCPR, Curitiba). The project investigates socio-technical networks in several Brazilian municipalities, including Rio de Janeiro, São Paulo, Curitiba, and Porto Alegre.

Special attention is given to possible transformations in local planning processes and public policies that may occur as a result of the intensified use of such technologies. Emphasis is placed on technological issues related to connectivity and accessibility, as well as on the use of these technologies in social interaction.

The research aims to identify potential changes in patterns of power relations, as well as new forms of cooperation, dialogue, and the building of social trust and social capital

among the various actors involved in local governance networks — including governmental bodies, non-governmental organizations, and other social actors.

The paper presents the basic theoretical foundations of the research approach, highlighting key concepts related to ICT-influenced governance, participatory planning, social capital, and urban networks. It also discusses the methodological framework used for mapping and representing local actors and institutions involved in these governance networks.

Finally, the paper presents and discusses initial research findings concerning differences in technological conditions of connectivity and accessibility, as well as patterns in the social use of ICT across different public policy fields.

One of the main objectives of the project is to develop a common methodological approach for investigating socio-technical networks within local democratic governance systems.

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## ICONE – COMPUTER SUPPORTED EVALUATION OF MILITARY CONVERSION AREAS USING VORONOI DIAGRAMS

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This paper presents the computer-supported tool ICONE, specifically developed to support the redevelopment process of military conversion areas.

The need for re-planning such areas is significant. The main actors involved in this special planning process are typically the municipality, the investor, and the property owner.

In the paper, we identify and describe the key indicators determining redevelopment potential. Multiple parameters are then organized according to the different perspectives of the actors involved. These perspectives are defined through individual weighting of hard and soft location factors.

It becomes evident that independence among the defining parameters is essential. By combining a clustering process with a selective visualization technique, a powerful interpretative tool is created.

The goal is to integrate clustering and visualization processes with the geographical location of the conversion area. This tool forms part of the data management and

visualization system DaMaViS, which has been presented at several conferences and described in various publications over the past few years.

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

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Visual Character Assessment (VCA) is an important planning measure for the conservation of Historic Cultural Landscapes (HCL). During the VCA process, landscape representation techniques — particularly 3D visualization — are indispensable tools for analysis, communication, and decision-making.

For complex historic cultural landscapes analyzed in sequence, the difficulty of efficient 3D simulation often prevents precise visual character assessment. A conceptual integration of GIS and advanced 3D visualization techniques has the potential to address this limitation.

This research consists of two main parts.

First, the role and character of landscape representation in VCA are systematically examined from three perspectives:

1. Establishing the logical relationship between landscape representation as a medium linking VCA procedures and goals with landscape perception, supported by environment field theory and Gestalt psychology concepts of whole and part.
2. Analyzing the requirements for different landscape representation techniques during all phases of the VCA process, as well as their relationships in both the horizontal dimension (between 2D and 3D representations) and the vertical flow (from analysis to results) of landscape data processing.
3. Comparing the strengths and weaknesses of existing landscape representation techniques and exploring the potential of GIS and 3D visualization technologies to overcome these limitations.

Based on these analyses, a VCA methodology integrating GIS and 3D digital visualization techniques is developed.

Second, the methodology is illustrated through a case study focusing on a 1.8 km section of the historic Tea and Horse Caravan Trail located in the Shaxi Valley, Yunnan Province, southwestern China.

Using a high-accuracy Digital Terrain Model (DTM) generated from 1-meter resolution stereo-pair satellite imagery, a historic cultural landscape database was created using ArcGIS and ERDAS, combined with additional tools such as AutoCAD and SketchUp, producing both 2D and 3D representations.

The next stage involves simulating landscape virtual environments from different historical periods, establishing a communication interface including questionnaires, and defining evaluation indicators for the VCA process.

The scientific contribution of the study lies in applying Gestalt psychology to support the integration of advanced digital technologies. This approach aims to provide a useful tool for improving the VCA methodology and enhancing the openness and transparency of decision-making processes.

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The abstract is drawn from an approved dissertation proposal.

Dissertation supervisor: Prof. Dr. Willy A. Schmid

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

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Land use models lie at the core of planning theory. In particular, the well-known "ice-cream vendor story" is often used in textbooks to illustrate the basic principles of location theory and the necessity of planning in order to maximize overall social benefit without sacrificing the market shares of individual vendors.

Most textbooks present this story primarily through plain text, sometimes accompanied by simple and static figures. Although this approach makes the story understandable, it provides limited opportunities for beginners to explore the essential properties and different aspects of the theory. It is even more difficult for students to understand other models that involve complex mathematical equations.

To overcome these limitations, some researchers have adopted various approaches to help students learn through 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 that allow students to explore possible evolutionary scenarios by adjusting parameters interactively through the internet.

The first model explores the seminal Hotelling model (1929) with several extensions. In this simulation, multiple vendors move across a two-dimensional plane instead of along a line as in the original "ice-cream vendor story." Vendors adopt different location strategies to maximize the number of customers, who are also moving dynamically across the plane.

The second model investigates the effects of the spatial configuration of road systems, residential and commercial areas, and NIMBY facilities (such as waste disposal sites) on land prices. Students can create their own city maps and observe long-term changes in land prices. Land-use elements can be added dynamically, and their impacts immediately influence the simulation during the evolution process.

The third model simulates pedestrian movement within a commercial district in Taipei, Taiwan. Real-world pedestrian behavior is observed and calibrated within the model, including aspects related to environmental psychology. Five major “hot spots” are included in the simulation. Students can add or remove additional hot spots to observe complex interactions between land use patterns and pedestrian movement.

The results show that this visualization-based approach not only helps beginners understand complex theories and mathematical models more easily, but also assists experienced researchers in gaining deeper insights into the models they are studying.

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#### CYBERINFRASTRUCTURE DEVELOPMENT FOR GLOBAL PLANNING: TOOLS & CASE STUDIES

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Engaging both the planning and grid-computing communities is particularly timely. There are many significant developments at the national level in the area of information technology that explore new forms of infrastructure to support global sharing of content and collaborative work.

In the United States, many of these initiatives are taking place under the National Science Foundation (NSF) Cyberinfrastructure Program. In Europe and Australia, similar initiatives are often framed within the concept of e-Science.

Traditionally, scientific data collaborations have driven technological development in these areas. However, new communities from the humanities, arts, and social sciences are increasingly participating in these developments. Examples include:

- UCHRI (University of California Humanities Research Institute), which has launched initiatives on cyberinfrastructure for the humanities, arts, and social sciences
- CHASS (Center for Computing in Humanities, Arts, and Social Science) at UIUC

- WUN (World University Network)
- HASTAC (Humanities, Arts, Science, and Technology Advanced Collaboratory)

Despite these developments, urban planning — and especially global planning — has largely been absent from these discussions.

Organizing a panel to explore opportunities for planning scholars and practitioners within this emerging field would therefore be very timely.

The author is personally involved in a project called the Persistent Archives Testbed (PAT) (<http://www.sdsc.edu/PAT>), which collaborates with five U.S. state governments to develop a “community grid” where resources and large data collections (terabytes of information of many types) can be shared and made accessible.

The approach builds on national infrastructure projects previously tested at NARA (U.S. National Archives and Records Administration). The goal, however, is to explore how such technologies can also scale down and be adapted for organizations with limited IT expertise, lower bandwidth, and restricted financial resources.

Exploring the potential synergies between such initiatives and the needs of the global planning community could open new opportunities for collaboration and knowledge sharing.

The main objective of this paper is to present case studies of cyberinfrastructure development that may inform the global planning community. The paper also discusses the potential for developing useful tools for:

- distributed data management
- long-term preservation of planning-related digital content
- development of digital archives for global planning knowledge

This paper is developed in collaboration with David Pellow and Keith Pezzoli, who have submitted related abstracts addressing themes of cyberinfrastructure and progressive planning. All three authors plan to participate in a roundtable on the GP-Grid initiative.

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Persistent Archives Testbed (PAT):

<http://www.sdsc.edu/PAT>

e-Science 2005:

<http://www.gridbus.org/escience/>

Revolutionizing Science and Engineering through Cyberinfrastructure:

[http://www.communitytechnology.org/nsf\\_ci\\_report/](http://www.communitytechnology.org/nsf_ci_report/)

Regional Workbench Consortium:

<http://www.regionalworkbench.org> (Principal Investigator: 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 suburban areas, and over several decades businesses have followed this trend. Retail facilities in particular pursue greenfield locations in order to benefit from lower land prices, even if this results in increased car dependency for

customers and employees. Meanwhile, even service industries increasingly seek suburban locations.

While the majority of central cities have lost businesses and employment over the past twenty years, most suburban municipalities have gained a considerable number of workplaces during the same period.

This paper describes a microsimulation model designed to simulate the behaviour of businesses in an urban region. Microsimulation models represent each business as an individual actor. Economic theory is applied to represent real-world economic behaviour.

The model includes:

- the generation of synthetic firms
- the simulation of firmography (i.e., the demography of businesses)
- location choices of firms

Synthetic firms are created to represent the real business population. In each simulation period, the firmography is simulated: births, growth, shrinkage, and closure of firms are represented using Markov models.

Location decisions of both newly founded firms and businesses dissatisfied with their current location are simulated using logit models (Domencich & McFadden 1975). These decisions respond to the availability and utility of alternative locations.

At the same time, developers decide whether to establish new sites depending on demand for floorspace and the availability of land.

The model aims to support the development and testing of policies promoting sustainable urban development, particularly policies intended to limit the migration of businesses from central cities to suburban areas.

Simulated policy scenarios include:

- land-use regulations
- alternative taxation policies
- new transportation concepts
- subsidy programs

The results are evaluated using GIS, providing insights into the potential impacts of planning measures intended to reduce the negative effects of urban sprawl and improve the overall performance of the region.

The study area is the Dortmund region in Germany, covering 26 municipalities, with a population of 2.6 million and approximately 85,000 businesses.

This approach is integrated into the ILUMASS project (Integrated Land Use Modelling and Transportation System Simulation), which simulates land-use dynamics, transportation systems, and environmental impacts using microsimulation (Moeckel et al. 2003).

Although important work in this field has already been conducted (van Wissen 2000; van Tongeren 1995), the business simulation model presented in this paper represents the first fully microscopic simulation of firms integrated into a comprehensive land-use simulation system.

The paper discusses both the advantages and limitations of microsimulation approaches, and presents simulation results related to policy strategies for achieving more sustainable urban development.

The paper is based on the author's doctoral dissertation, scheduled for completion in April 2006.

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## URBAN LIFE QUALITY INDEX OF BRAZILIAN TOWNS

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This article presents a new instrument designed to evaluate the urban life quality of Brazilian towns, understood as the spatial capacity of a population to access services and urban infrastructure.

The instrument — the Urban Life Quality Index (ULQI-BR) — allows comparisons among the 5,560 Brazilian municipalities and was developed as a tool to support the Brazilian Ministry of Cities in the formulation of public policies.

The 22 themes selected to compose the Index were identified through a national consultation process involving approximately 150 researchers and public administrators from various regions of Brazil. This consultation was conducted using the Delphi Method. Following this stage, the research team developed theoretical and methodological propositions to formulate indicators considered ideal for expressing these themes. These propositions were based on:

- relevant literature
- previous experiences in Brazil related to urban quality-of-life indicators
- debates among specialists

Subsequently, the indicators were calculated using data from nine different information sources, all geo-referenced across the 5,560 Brazilian municipalities.

The 444 indicators initially developed were subjected to several stages of analysis based on:

- conceptual criteria
- territorial criteria
- statistical criteria

The final stage involved evaluation by a panel of specialists. The process resulted in 49 indicators related to the following themes:

- Commerce and Services
- Culture
- Economy
- Education
- Housing
- Health
- Urban Management Instruments
- Social and Political Participation and Organization
- Urban Environment
- Public Safety
- Transportation

The Index is calculated using specific software based on three hierarchical levels:

- Variables
- Components
- Indicators

The mathematical aggregation of these three levels generates first the Town Local Offer Index, representing the availability of services and urban infrastructure in each municipality.

However, it is well known that there is significant population mobility between neighboring municipalities, as residents frequently travel to access services and opportunities.

For this reason, the index is corrected through accessibility measures, based on distances between neighboring municipalities and differentiated according to each indicator. This adjustment results in the Town Urban Life Quality Index.

The Index ranges from 0.0 (lowest quality) to 1.0 (highest quality). The resulting values were divided into five classes, allowing the development of a typology of municipalities based on their levels of urban life quality.

The article presents the complete structure of the Index and the mathematical process used for its calculation. It also highlights several methodological innovations, including:

- the national consultation process
- successive rounds of debate among specialists
- the focus on service and infrastructure availability
- the introduction of accessibility measures
- the use of new data sources allowing short- and medium-term updates
- the broad thematic composition focusing specifically on urban issues

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## INTEGRATED COMPUTER-AIDED TECHNOLOGY FOR ECOLOGICAL EVALUATION IN URBAN DESIGN FOR HISTORIC AREAS – A CASE STUDY IN HANZHONG CITY, CHINA

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This paper focuses on the integration of computer-aided design technologies for ecological evaluation within the urban design process for historic area conservation.

Because the design of historic areas is usually strongly associated with cultural and historical values, planners often overlook the design of the ecological system and physical environment, leaving these aspects to engineers. Another reason is the lack of easily accessible information, analytical tools, and ecological knowledge available to planners.

However, with the assistance of computer-based environmental design tools, planners can now evaluate design proposals quickly and efficiently. Various computer programs are available to evaluate environmental factors such as solar radiation, temperature, humidity, and wind conditions, allowing planners to optimize design outcomes.

The case study presented in this paper focuses on the Dongguan Road historic area, located outside the eastern gate of the old city of Hanzhong, in southwestern Shaanxi Province, China.

Hanzhong has important historical significance: Liu Bang, the first emperor of the Han Dynasty, stationed his troops in this region. The historic buildings and their spatial arrangement demonstrate a close relationship between architecture, local climate, and natural conditions.

Three main characteristics of the spatial structure can be identified:

1. Traditional courtyard housing units, composed of several connected courtyards forming extended family compounds.
2. Functional organization of buildings, where the front areas are typically commercial and the rear areas residential. Shops are located on the ground floor, while bedrooms occupy the upper floor.
3. Fenhua walls, which function as fire-prevention barriers and also help reduce wind effects between buildings.

In order to preserve these spatial characteristics, the traditional spatial configuration of the historic site must first be evaluated. Instead of physical models, virtual computer models can be created.

For example, Computational Fluid Dynamics (CFD) can be used to evaluate wind patterns and ventilation conditions across the site. CFD allows researchers to analyze the entire simulation domain and visualize results graphically, providing more comprehensive information than traditional wind tunnel testing.

Computer programs can also be used to evaluate planning proposals and determine appropriate design strategies, such as:

- controlling solar radiation
- introducing shading devices

- increasing vegetation cover
- modifying building materials or surface colors
- adjusting building arrangements to improve wind comfort levels

In addition to CFD tools, several other software programs can be integrated into the evaluation process:

- AutoCAD and 3ds Max for digital modeling
- Ecotect for analyzing solar radiation, temperature, and acoustic performance
- Virtual reality tools for dynamically visualizing alternative design scenarios

Because each program has its own data input and output requirements, effective integration of different software tools is essential.

The purpose of the study is also to formulate urban, landscape, and architectural design principles aimed at maximizing environmental comfort while minimizing energy consumption through the use of computer-assisted analysis.

This paper is partly drawn from an approved doctoral 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 expanding citizen participation in planning processes has led to the development and use of computerized Planning Support Systems (PSS).

Based on two years of participant observation of a regional participatory visioning process, this paper identifies several recurring issues related to the use of such tools.

The study focuses on the case of Common Ground, an initiative conducted by the Northeastern Illinois Planning Commission.

The findings highlight a number of challenges and opportunities in the use of PSS within participatory regional planning. Based on these observations, the paper proposes recommendations for improving the use of Planning Support Systems in regional visioning processes, particularly in contexts that aim to foster meaningful public participation and collaborative decision-making.

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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 (GP-Grid) (<http://gpeig.org/GRID-splash.htm>). The GP-Grid aims to support progressive research and pedagogy through the federation of multidisciplinary knowledge-action collaboratives.

Progressivism can have many meanings. In this context, it is defined as a globally minded disposition shared by people and organizations dedicated to addressing the root causes of poverty, social injustice, and 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 focus on linking environmental health sciences with policy and planning.

This work is supported by long-term funding (2005–2010) from the Research Translation Core and the Community Outreach Core of a major Superfund Basic Research Program grant at the University of California, San Diego. Additional support (approximately \$10,000) has been promised by the U.S. Department of Housing and Urban Development (HUD) to facilitate participation in the roundtable and a related workshop.

The timing is particularly appropriate for a forward-looking initiative that takes advantage of the emergence of global cyberinfrastructure for city-region planning. Cyberinfrastructure development is as vital to the common good today as the development of railway, road, and energy networks during the industrial revolution.

A Global Planning Grid could enable new forms of progressive planning research, pedagogy, and cross-border collaboration by helping integrate local and global dynamics at regional scales.

The American Planning Association (APA), IT Division, has already expressed support for this initiative (see the Fall 2005 issue of the GPEIG newsletter: <http://gpeig.org/archives.htm>).

Seven scholars are currently committed to participating in this roundtable:

- Keith Pezzoli, Urban Studies and Planning, University of California, San Diego
- Richard Marciano, San Diego Supercomputer Center
- David Pellow, Ethnic Studies, UC San Diego
- Laura Huntoon, Planning Program, University of Arizona

- Bish Sanyal, Massachusetts Institute of Technology
- Joe Ravetz, University of Manchester
- Kevin D. Franklin, University of California Humanities Research Institute

The organizers aim to involve additional participants from other regions of the world and to develop the GP-Grid as a cross-fertilizing platform linking globally oriented researchers and institutions, including those connected to GPEIG, GPEAN, APA, and HUD.

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#### INCREASED USABILITY OF URBAN AND LAND USE MODELS: THE ROLE OF KNOWLEDGE-BASED SYSTEMS IN FACILITATING LAND USE FORECASTING FOR PLANNING AGENCIES

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Metropolitan Planning Organizations (MPOs) in the United States are responsible for making decisions related to transportation and land-use planning. They are required to assess the impacts of transportation policies on land-use development. Consequently, these agencies need to use sophisticated information management tools and land-use modeling methods.

However, existing planning methods have often proved to be extremely complex for use by MPO staff who lack specialized technical training. This complexity frequently results in an inability of planning agencies to systematically assess the implications of their planning decisions.

It has been proposed that Knowledge-Based Systems (KBS) can serve as a tool to improve planning practice by enabling agency personnel with limited technical training to make effective use of complex planning methods. This research explores the role of KBS in assisting agency staff who lack modeling experience to use a sophisticated land-use model effectively.

The hypothesis of the research is that KBS can increase the usability of urban models by developing more robust user interfaces. Increased usability would in turn enhance the applicability of these models in planning practice.

The Transportation Economic and Land Use Model (TELUM) is used to demonstrate how KBS can improve the user interface of existing models. To test the hypothesis, TELUM was evaluated by staff members from several MPOs.

Two main evaluation perspectives were applied:

- a structural and functional perspective
- a planning practice applicability perspective

In both cases, the evaluation focused on how KBS can function as a buffer between system complexity and user skills. The study examined whether KBS can:

- bridge the gap between complex modeling systems and users with limited skills
- open the “black box” of urban models
- reduce the need for highly specialized users
- increase model transparency and understandability
- overcome implementation bottlenecks in planning agencies

To assess how KBS fulfills these roles, a series of factors expressing the usability and applicability of TELUM in planning practice were developed.

These included factors such as:

- user expertise
- data requirements
- system and software requirements
- transparency and understandability of the system
- organizational structure of the agency
- planning practices and processes
- the role of external consultants
- the availability of adequate modeling education

In addition, factors related to the operational and functional aspects of TELUM were examined, including:

- system status
- user control
- system consistency
- help and documentation
- flexibility and efficiency of use
- system design
- interaction with users
- enhancement of user skills

The research concluded that, under certain conditions, Knowledge-Based Systems can effectively function as a buffer between complex land-use modeling systems and inexperienced users. They can also serve as a technique for opening the “black box” of land-use models, making them more understandable and accessible to planning staff with limited modeling expertise. This can ultimately lead to greater applicability of these tools in practical planning contexts.

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

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It is important to collect and share the opinions of residents regarding problems that need to be solved and valuable resources that should be preserved in their towns and regions, especially in the early stages of urban planning.

In traditional urban planning workshops, residents gather in the same place where a large paper map is unfolded and participants plot their opinions directly on a base map by hand. In recent years, internet services have emerged that allow information to be collected from a wide range of users through web browsers and displayed directly on digital maps.

However, existing systems often require the preparation of region-specific digital map data. In addition, several technical difficulties exist. These systems typically require the combination of two or more applications, including a client for displaying maps and tools for collecting and publishing data. As a result, the development process often requires substantial system construction work. Despite this effort, the functionality of such systems often remains limited.

Recently, Google Maps API, which allows users to access and display large-scale map data free of charge regardless of location, was made publicly available by Google. Using this API, map presentation mechanisms can be customized according to user needs. Users no longer need to prepare dedicated GIS client software or digital map datasets.

In this context, the present research aims to combine PostGIS, a spatial database within FOSS (Free/Open Source Software), with the Google Maps API to develop a common web-based system for sharing regional spatial information. The objective is to propose a mechanism that enables spatial information relevant to urban planning to be easily shared.

The proposed system integrates functions for handling text and image data associated with location information together with map display capabilities within a single platform. Using this system, large volumes of spatial information can be collected, efficiently managed, and displayed directly on maps.

From a planning perspective, the system allows citizens interested in urban planning to collaborate through a web browser at any time and from any location.

In addition, because the collected spatial data are stored in a Database Management System (DBMS), users can easily reuse the data. For example, they can search for information using keywords or group opinions according to their associated geographic locations.

From a system development perspective, the use of free APIs and open-source software for core mapping functions eliminates the need for purchasing digital map datasets. As a

result, the cost of system development is effectively zero, and the cost of introducing and maintaining the system can be significantly reduced.

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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 service management at the municipal scale are pushing traditional computer tools toward more holistic approaches.

In addition to traditional Geographic Information Systems (GIS), new municipal information systems increasingly incorporate GIS as a foundational tool that supports a wide range of municipal responsibilities, including tax collection, personnel allocation and scheduling, facility management, and inventory control.

This new role for land-related technologies shifts the importance of GIS toward a background infrastructure, while Planning Support Systems (PSS) move to the forefront. As a consequence, this transformation requires:

- a different type of planning professional
- new knowledge requirements
- new software demands
- new skills for managing relationships between public administrations and private companies

While larger municipalities may still maintain some degree of specialization, this holistic approach is particularly important for small and medium-sized municipalities.

To evaluate the specific requirements of these municipalities, the paper presents a case study of the municipality of Vila Real de Santo António (VRSA), located in southern Portugal.

Within VRSA, all municipal departments were evaluated to assess their direct and indirect requirements for spatial and non-spatial information, including:

- surveys of existing data
- identification of required data
- mapping of interdepartmental relationships

Following this evaluation, a professional profile structure was developed to organize staff according to the identified needs, including the recruitment of new professionals where necessary. Finally, a set of action steps and implementation timelines was defined.

The key conclusion highlights the importance of interoperable intranet and extranet platforms, providing different levels of access and enabling integration across municipal departments. One dimension of this platform also includes public access and interaction.

The personnel involved and the tasks performed can benefit substantially from this process. Increased transparency and faster administrative procedures ensure that the system:

- reduces operational costs
- increases municipal revenue through more efficient tax collection
- improves citizen satisfaction when interacting 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 Information and Communication Technologies (ICT) in participatory planning, and the role of information and communication tools in creating an environment that enables the co-design of planning solutions.

The specific field considered is time-oriented urban policies, which represent an area of innovation in planning practices and have stimulated both methodological research and technological development.

#### Methodology

The paper discusses three recent case studies of time-oriented urban actions in which innovative techniques and methodologies have been applied. These cases illustrate strategies for organizing, managing, and using time-sensitive information in multi-actor environments.

Two of the three cases examined represent benchmarks of technical and technological innovation, having received national and regional awards for innovation and the development of new planning instruments within the public sector.

#### Cases / Data Sources

Urban Time Plan of the City of Bergamo (Italy)

The municipality is using new GIS technologies incorporating temporal objects to produce cartographic representations of urban time.

Concerto – an e-democracy initiative in the City of Lucca (Italy)

Developed in close relation to the Urban Time Plan, this initiative introduces an innovative communication and cooperation platform designed not only to inform citizens, businesses, and institutions, but also to establish a two-way communication process that enables citizens to participate in time-oriented actions. Particular attention is given to enabling participation from often underrepresented groups, such as women, children, and young people.

#### Nomadic Services Project

This project aims to structure a research environment for new infomobility services that are aware of both territorial characteristics and the socio-anthropological conditions of users. The project involves a wide network of partners, including research institutions, industrial partners, and public organizations.

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

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The Mexico City Metropolitan Area (MCMA) exerts considerable pressure on its regional environment at an unprecedented level. The cumulative effects of urban expansion threaten the sustainability of the region.

Achieving a sustainable future for the MCMA depends on the efficient allocation of limited land and natural resources. Therefore, new analytical approaches are needed to improve

understanding of the causes, chronology, and impacts 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.

The model was applied to a 7,500 km<sup>2</sup> region corresponding to the Mexico Basin. Calibration was conducted using a historical time series of developed areas derived from remote sensing imagery and historical data.

Future urban growth was projected to the year 2040 under three policy scenarios:

1. Current trends scenario
2. Managed growth scenario
3. Ecologically sustainable growth scenario

These scenarios allow comparisons of potential development trajectories in terms of:

- land consumption
- impacts on natural resources
- groundwater vulnerability

The results demonstrate the usefulness of the SLEUTH model for addressing critical regional planning issues. At the same time, the study highlights important limitations—such as spatial accuracy and model sensitivity—that must be considered when applying dynamic mapping tools in developing countries.

## 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, local communities, new social movements, and the three levels of government in the process of revitalizing a mining town in San Luis Potosí, Mexico.

The mining company began operations for an open-pit gold and silver mine, supported by officials from the local, state, and federal governments. However, inhabitants of the surrounding communities—supported by environmental groups and NGOs—argue that the project would pollute sources of fresh water and severely affect the regional environment and ecology.

The presence of the mining company Minera San Xavier (MSX) in Cerro de San Pedro has generated significant social conflict among residents of San Pedro, Soledad, and San Luis Potosí. The controversy has also drawn attention from individuals and organizations concerned with historic heritage, cultural preservation, and environmental protection.

At the center of the conflict lies the use of cheap and efficient mining technology, which critics argue has been implemented while violating federal and state laws. The case

highlights what many perceive as a lack of sensitivity by foreign mining companies toward the environmental and social consequences of their activities.

This situation also reveals a lack of effective negotiation and communication between firms, communities, social movements, and government institutions in the planning and development processes aimed at revitalizing a declining colonial town.

Information about the externalities and long-term costs associated with mining activities is crucial. Even more important, however, is the formulation and implementation of environmentally and socially responsible policies that prevent damage to ecosystems, biodiversity, and public health.

Government institutions must recognize that their decisions may affect the quality of life of present and future generations, often in exchange for only modest increases in economic growth but significant private benefits for a small group of investors.

More informed citizens tend to become more active in public protest, as demonstrated by student movements in San Luis Potosí. Communication and cooperation between informed individuals from diverse groups and organizations facilitate the exchange of experiences and help generate public opinion in support of civic mobilization.

Nevertheless, community participation in decision-making processes related to local development planning remains limited, largely due to insufficient access to reliable information. This problem becomes particularly serious when local governments are unable—or unwilling—to provide accurate information because of conflicting political or economic interests.

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#### PLANNING APPROACHES AND STRATEGIES TO REVITALIZE SHRINKING CITIES – A GLOBAL COMPARISON

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At the Institute of Urban and Regional Development (IURD), University of California, Berkeley, the international *Shrinking Cities* project group has been examining a research problem that is gaining 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 for revitalizing shrinking cities, with examples drawn from Australia, Korea, Europe, and the United States. Through a global study of promising strategies addressing the challenges faced by shrinking cities, the session aims to contribute to an international dialogue on contemporary urban problems. Many cities worldwide are currently experiencing urban shrinkage, characterized by a sustained loss of population accompanied by symptoms of economic crisis. Although patterns of shrinkage differ from one context to another, there are common challenges faced by individuals and organizations in both the public and private sectors when addressing the consequences of urban decline.

Because the processes leading to urban shrinkage vary widely, the situations in which different shrinking cities find themselves also differ significantly. Recognizing this diversity, the session considers a range of approaches that have been explored in cities across the world.

Political structures differ across contexts, as does the influence of key actors. Various stakeholder groups may have different aspirations and criteria for evaluating the success of regeneration policies. The session therefore examines a range of strategies and policies under several broad themes:

- culture
- innovation
- environment
- the role of new industries and technologies

### Key Questions

The pre-organized session explores several key questions:

- What important contextual differences arise from local and historical specificities in different shrinking cities?
- What political and social processes have been mobilized to address the challenges of urban shrinkage?
- Which policies or strategies have been implemented to encourage positive transformation—for example, restoring quality of life—and are these approaches comparable across contexts?

This session is closely linked to another pre-organized paper session titled “Patterns of Urban Shrinkage – A Global Comparison,” presented in Track 13: Comparative Development Planning.

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

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Globalization, economic restructuring, and deindustrialization have led many cities to experience demographic shrinkage and economic decline, often referred to as the “shrinking city” phenomenon.

In response, many cities are promoting cultural activities and creativity as strategies for economic and cultural regeneration. The so-called creative economy is currently demonstrating significant dynamism in both post-industrial and developing countries, adding value to existing intellectual and cultural assets and positioning creativity as a new form of capital.

This paper examines the role that culture and creativity can play in reinventing shrinking cities within the context of this emerging economic framework.

Twenty years ago, urban economic development policies were primarily focused on preserving and attracting manufacturing industries. Today, however, many local

governments recognize that commerce combined with culture can serve as a key driver of local economic development.

In this new economic climate, arts and culture are increasingly recognized as important contributors not only to urban economic growth, but also to improving the quality of life within communities.

The relationships between art, culture, urban design, and urban regeneration are complex and open to multiple interpretations. This paper therefore focuses on examples that illustrate good practices in economic recovery through culture-led regeneration, and examines how such strategies can be applied in shrinking cities.

Driven initially by cities in Western Europe, Australia, and the United States, and more recently by cities in Asia, the debate on culture and urban development has expanded globally over the past decade. This debate reflects a growing understanding among municipal governments that cities must compete to attract investors and visitors, particularly in the context of the global tourism and cultural economy.

Through a set of model projects and case studies, the paper discusses and compares:

1. Innovative approaches adopted by leading city regions that integrate economic development, cultural development, and urban design to create jobs, generate income, enhance municipal image, and improve overall quality of life, particularly in relation to attracting and retaining the creative sector.
2. Critical moments in successful culture-led initiatives, where cultural strategies enhance the physical, social, and economic well-being of an area. It is this holistic dimension of culture-led regeneration that ultimately informs sustainable planning practices.

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

1. Implementation of creative industries
2. New media initiatives
3. Arts and creative education projects preparing youth and adults for participation in the creative economy
4. Interregional collaborations emphasizing creative talent and global industry linkages
5. Development of the creative economy in developing countries, including initiatives supported by the United Nations, UNCTAD, UNDP South-South Cooperation, and UNESCO

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NEW ANTI-URBAN THEORIES OF THE METROPOLITAN REGION: HOW THE APOCALYPTIC RHETORIC IN *PLANET OF SLUMS* UNDERMINES PROGRESSIVE PLANNING STRATEGIES

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In his 2004 *New Left Review* article “Planet of Slums,” Mike Davis describes a rapidly urbanizing world characterized by expanding metropolitan regions, increasing poverty, and limited prospects for progressive alternatives.

This perspective revives long-standing fears of cities and urban populations that date back to the Victorian era. It overlooks progressive dimensions of contemporary metropolitan development and replaces constructive strategies with apocalyptic rhetoric.

Although this is clearly not the intention of Davis or the United Nations studies on which he relies, their work can inadvertently reinforce deeply rooted anxieties about urban masses. These concerns echo earlier theoretical traditions, including:

- nineteenth-century fears of the urban poor
- the deterministic approaches of the Chicago School of Urban Sociology
- contemporary neoliberal anti-urban decentralization strategies often associated with World Bank policy frameworks

For progressive planning alternatives, it is necessary to examine the political strategies of urban social movements across the world. Such movements demonstrate that cities remain crucial arenas for political engagement, collective action, and progressive transformation.

This perspective challenges the tendency in Davis’s argument—and in similar analyses—to dismiss urban social movements as merely expressions of informality, marginality, or parochialism.

#### Author note

Tom Angotti is the author of *Metropolis 2000: Planning, Poverty and Politics* (Routledge, 1993) and numerous articles on global urbanization. He has edited special issues of *Latin American Perspectives* on urbanization and planning in Latin America. Angotti is Professor of Urban Affairs and Planning at Hunter College, City University of New York (CUNY). He also serves as Americas Editor for *Planning Practice and Research*, co-editor of *Progressive Planning Magazine*, and participating editor for *Latin American Perspectives*.

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MEGA-EVENT DEVELOPMENT IN PORTUGAL: LESSONS LEARNED FROM EURO 2004

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Major sports championships are large-scale events capable of significantly changing the image of cities and countries. Governments often use these mega-events to promote economic development, attract foreign investment, generate tourism revenues, regenerate urban areas, and increase national self-esteem.

However, the most significant impact of these events often derives from city and country marketing strategies. Host countries use such events to present themselves as modern, cosmopolitan, and attractive locations for mobile global capital.

The UEFA European Football Championship (EURO 2004) is one such event. It was held in Portugal over approximately one month. In preparation for the tournament, the country constructed and renovated ten stadiums across several cities.

The purpose of this paper is to analyze the vision, planning proposals, and main socio-economic impacts of this mega-event for Portugal. These impacts include:

- place marketing
- infrastructure development
- tourism growth
- broader socio-economic development

The analysis is guided by several key research questions:

- Can hosting a major sporting event generate significant economic returns?
- Do mega-events provide a boost to the host nation's economy that justifies the substantial costs and risks involved?
- Are the economic impacts permanent or temporary?
- Are the benefits limited to the duration of the event, or can they leave a lasting economic legacy?
- Are mega-events the most effective strategy for achieving these economic benefits?

The paper argues that EURO 2004 was primarily a national place-marketing strategy implemented by the Portuguese government, with the expectation of generating broader benefits for the country.

The research methods used in this study include:

- review of specialized academic literature
- analysis of media coverage
- semi-structured interviews with relevant stakeholders

One of the key findings of the paper is that EURO 2004 belongs to the same category of events as Expo '98 and Porto 2001, both of which contributed to gradually transforming Portugal's international image.

The paper concludes by identifying several lessons learned from the organization of mega-events:

- Mega-events should be based on strong and marketable visions.
- Planning should prioritize long-term impacts rather than short-lived effects.
- Organizational structures should involve close coordination among local, metropolitan, and national governments.
- Mechanisms for public accountability should be integrated into event planning.

- Mega-events should not be treated as solutions to all urban problems. Instead, they should be considered exceptional planning interventions, rather than routine strategies expected to produce miraculous effects.

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

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Cities worldwide are being transformed by the globalization of the economy. Over the last forty years, an accelerating urbanization process has been observed, with new types of cities emerging and existing cities undergoing significant transformation. These changes are leading to a reconfiguration of the global urban landscape. Such mutations foreshadow both the urban future and the future of our living environments.

This paper discusses the transformation of urban spaces, the privatization of public space, and the socio-economic exclusion associated with two emerging types of urban environments.

The first type can be understood as the reverse side of “global cities” (Sassen, 1991). Industrial free zones or free industrial cities have rapidly emerged in many developing countries (Guay, 2005; Bélanger and Guay, 2005). For more than thirty years, governments have sought to concentrate a wide range of incentives within specific territories in order to influence the location decisions of firms.

Tax exemptions and territorial deregulation form the basis of these economic development strategies, in which public and private partners collaborate to construct a global network of free zones (cities, districts, and regions). These extraterritorial developments often combine:

- industrial and other economic activities

- dormitory housing areas for workers
- luxury residential areas for managers
- basic shopping facilities
- health infrastructure
- recreational facilities

The second type of urban development, gated communities, is more widely known and has also increased rapidly in number (Murie and Musterd, 2004; Atkinson and Blandy, 2005). These developments can be found within heterogeneous urban regions and contribute to socio-economic—and sometimes ethnic—segregation.

Primarily residential in nature and often separated from the surrounding urban fabric, access to these communities is controlled through walls, fences, or private security guards. Residents enjoy well-planned and well-designed built environments, urban safety, tranquility, and high-quality services and amenities, while often attempting to minimize their fiscal contributions to the wider city.

Despite the important differences between these two types of urban environments, they share several characteristics linked to globalization, particularly:

- the privatization of public space
- growing socio-economic exclusion

Public authorities and urban planners must therefore decide if and how the development of these urban environments should be influenced in order to better respond to broader societal needs.

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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, represents a dynamic node where the “space of places” and the “space of flows” intersect. The time when Schiphol

functioned merely as an airport has long passed, making it today a highly complex spatial and economic entity.

The different levels of government involved in planning the future development of Schiphol appear to be indecisive and lacking adequate knowledge needed to understand the airport's evolving dynamics. As a consequence, the planning process has become insufficiently adapted to current realities.

It seems that reality and the administrative framework no longer fit together. The supply and demand for spatial development differ significantly. Both Schiphol Airport authorities and the national government conceptualize the airport using the term "mainport," yet they define this concept differently.

The mainport concept was developed in the mid-1980s, during a period of economic recession in the Netherlands. At that time, two key economic engines were identified:

- the Port of Rotterdam
- Schiphol Airport

However, nearly twenty years later, Schiphol has undergone substantial transformation, while the government's interpretation of the mainport concept has changed very little. This raises the question: how is such a divergence possible?

In this paper, I examine the formation of the mainport concept and the evolution of Schiphol Airport. The analysis is based on:

- in-depth interviews
- a comprehensive literature review
- analysis of operative policy documents

Following this analysis, I present a problem inventory. I argue that this inventory helps explain why the concept of the mainport and the current reality of Schiphol no longer correspond, and why the administrative framework does not adequately reflect the airport's actual development.

This problem inventory provides a conceptual basis for identifying solutions and ensuring that, in the near future, policy frameworks and spatial realities can once again be aligned. *(Drawn from an approved dissertation proposal.)*

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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 — eight to ten large, interconnected networks of metropolitan areas.

The U.S. Census Bureau projects that approximately 70 percent of the nation’s population growth and 80 percent of employment growth will occur in these megaregions, because these are the areas where population and employment are already highly concentrated. The pressing question is how to ensure that these megaregions function as economic engines for the nation.

Key economic, demographic, and spatial trends must be addressed in order to:

- accommodate growth
- maintain quality of life
- encourage economic prosperity

These trends include:

- uneven development among different regions of the country
- deteriorating infrastructure
- growing inequalities within regions and among suburban, central city, and rural areas
- loss of natural areas as suburban development spreads
- the impacts of national fiscal and economic policies
- varying connections to global markets and immigration flows

This paper assesses efforts to plan for megaregions in the United States through:

- analysis of plans drafted so far for regions such as Cascadia, Southern California, the Northeast, the Piedmont, and the Great Lakes
- review of the literature on megaregions in both the United States and Europe
- interviews with planners involved in these planning initiatives

The analysis considers several key issues, including:

- the quality of regional analysis
- the effectiveness of recommended strategies
- the political positioning of megaregional planning initiatives
- other factors influencing the quality of planning efforts

Drawing on literature about planning quality in smaller regions, the paper concludes by suggesting directions for strengthening the megaregional planning initiative in the United States.

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## GLOBAL CITY SÃO PAULO: FINANCIAL FOUNDATIONS OF A MIRAGE

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This paper asks whether a new pattern of urban space production has emerged in São Paulo in connection with globalization. It investigates whether finance and internationalization, key features of contemporary capitalism, are present in urban planning practices and in the real estate sector responsible for producing the “globalized” spaces of the city. Finally, the paper discusses the myth of São Paulo as a “global city.”

The research examines one of the main fronts of real estate market expansion in Brazil: the new urban business hub in São Paulo. Characterized by the proliferation of megaprojects—office towers, hotels, music halls, shopping centers, and mixed-use complexes—, this development has produced a new skyline that resembles the “landscapes of power” typical of major cities in developed countries.

Going beyond the glittering image of a new city that appeared almost overnight, the research investigates the practices of the various actors involved, including:

- real estate market strategies shaping the development of the new city
- financial circuits that stimulated the real estate boom
- initiatives aimed at attracting international capital
- the role of public authorities in facilitating these processes
- new mechanisms for accessing public funding
- forms of resistance from local populations

The study identifies financial mechanisms in the real estate market, such as investment funds, and governmental instruments such as CEPACs (Certificates of Additional Construction Potential)—municipal bonds used in public-private partnership schemes. It also examines the role of foreign capital and the operations of international real estate development corporations.

In advanced capitalist countries, the financialization of real estate development emerged from the powerful combination of credit institutions and the real estate industry. In Brazil, however, this process took a somewhat different form. Pension funds became a substitute for credit, which remains largely unavailable for corporate building development.

These funds introduced a financial logic into the production of urban space, influencing decisions about location and the characteristics that transform buildings into financial assets. At the same time, place entrepreneurs used these funds to reproduce, on a smaller scale, the “growth machine” model identified in the United States.

Scholarly research on this subject has been limited. As a result, much information about these processes has remained concentrated among economic and political actors. To address this gap, the research involved interviews with:

- place entrepreneurs
- real estate experts
- pension fund managers

- financial market professionals
- real estate agents
- government officials
- leaders of business associations
- neighborhood organizations (including both middle-class residents and slum dwellers)

These interviews were combined with data collection and a photographic survey.

The results indicate that the current “landscape of power” in São Paulo combines elements of speculative mercantile logic with elements of financial logic. Analyzing this landscape helps reveal who actually shapes the city—in other words, how capital becomes urbanized and what consequences this process has in a semi-peripheral metropolis such as São Paulo.

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#### THE FRENCH “COOPÉRATIONS MÉTROPOLITAINES”: A NEW TOOL FOR PLANNING UNDER CONDITIONS OF GLOBALIZATION

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According to the GaWC (Globalization and World Cities) ranking, four out of the ten Alpha World Cities are located in Europe. However, these European cities are significantly smaller—both in population and spatial extent—than their counterparts in the United States or Asia. This raises the question of whether size is the decisive factor in global urban competitiveness, or whether other factors may be equally or more important.

With the exception of Paris, no French city is ranked among the major world cities, whereas several German cities have achieved a significant degree of “world-cityness.” In response to this situation, it has been argued that strong city-regions organized as systems of cities are necessary:

- at the national level, to maintain the competitiveness of the country as a whole
- at the European level, to contribute to achieving the Lisbon Strategy objective of creating “the world’s most competitive knowledge-based economy”

To move in this direction, the French government proposed a policy initiative encouraging voluntary cooperation among city-systems through the creation of “coopérations métropolitaines” (metropolitan cooperations).

These initiatives are based on:

- strategic, project-oriented planning approaches
- renewed partnerships, including public–public and public–private collaborations
- improved governance structures

In 2005, fifteen city-systems were selected to participate in this experimental program, and the cooperative initiatives are currently being implemented.

This paper analyzes:

- the impact of globalization on French and European cities
- the interactions among different actors involved in metropolitan cooperation (the European Union, the French state, local governments, and civil society)
- the first results emerging from these cooperative planning initiatives

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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 has been increasing in different parts of the world (Mansori, 2003; Noorbakhsh, 2003; Duranton and Monastiriotis, 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; Fuchs and Pernia, 1987).

Many of these studies suggest that trade liberalization may be one of the causes of this increase in regional inequality (Sanchez-Reaza and Rodríguez-Pose, 2002; Puga, 1999).

The aim of this paper is to explore the evolution of regional inequality in Mexico before and after trade liberalization across different socio-economic dimensions.

The analysis presents and examines maps of indicators such as:

- population distribution
- literacy levels
- access to basic infrastructure

- per capita income
- sectoral distribution of labor
- characteristics of the labor force

These indicators are analyzed using spatial analytical techniques in order to identify potential spatial patterns of inequality.

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Advisor: Dr. Harvey Goldstein

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

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## Issue

Chinese planners increasingly seek planning assistance from colleagues around the world, including those in the United States. This raises an important question: which planning policies and practices from U.S. city planning might Chinese planners adopt or borrow?

The authors question this strategy for two key reasons: globalization pressures and sustainability demands.

### Globalization

Local planning practices increasingly accommodate the demands of global investors, lenders, and developers. Planning standards closely tied to the United States and Europe exert significant global influence. In this context, the dominant logic becomes:

“Find local, make global.”

### Sustainability

Planning strategies focused on sustainability resist the imposition of uniform international standards. Instead, they attempt to balance global standards with the preservation of unique local environmental assets. This alternative perspective suggests:

“Act local, think global.”

Borrowing planning knowledge from prosperous and powerful countries rarely serves the goals of sustainability. Planning innovations may emerge in any urban context across the world. The real challenge is learning how to recognize and learn from these locally adaptive solutions and identify planning approaches worth sharing.

## Method

The study compares density and accessibility patterns in residential districts in Shanghai and Chicago.

Districts were selected along a linear transect extending from the city center to the rural periphery.

### Density Measures

- district boundaries
- land coverage
- building intensity

### Accessibility Measures

- location
- connectivity
- flow of movement

The authors analyze the plans and planning tools used to guide each district type, identifying whether these planning standards primarily promote urban growth, sustainability, or both.

Sustainability scores are assigned to each district using functional and structural indicators of energy sustainability.

### Functional Measures

These focus on how urban areas are used, including:

- reliance on automobile transportation
- types of energy and utility services

#### Structural Measures

These focus on the physical form and arrangement of urban development, including:

- housing density within buildings
- infrastructure layout
- energy insulation and building design

#### Analysis

The study compares two different planning approaches: borrowing and sharing.

##### Borrowing

Borrowing evaluates whether residential settlements conform to existing planning standards. This perspective focuses on how local planners adapt externally developed standards and practices. In such a framework, cities like Chicago become models largely because of global influence rather than superior planning performance.

##### Sharing

Sharing asks whether residential districts achieve sustainability goals. This shifts attention away from adopting standardized planning practices and instead focuses on evaluating the outcomes of planning decisions.

Under this perspective, planners use planning tools to balance economic growth pressures with ecological sustainability objectives. Planners in both Shanghai and Chicago must confront tensions between growth-oriented development and sustainability-oriented planning, and these challenges can be addressed through shared goals rather than borrowed standards.

#### Conclusion

Systematic comparisons of planning practices from different perspectives can help clarify how planners should:

- describe residential planning typologies
- evaluate planning outcomes
- support reciprocal knowledge exchange

Such comparisons encourage mutual learning and sharing of planning knowledge, rather than a one-way process of borrowing planning models.

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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, European deregulation policies extend to most utility services and are therefore closely connected with the transformation of urban geographies (Graham & Marvin, 2001; Healey et al., 1995). The deregulation of information and telecommunications services in Europe took place in 1997.

A key tension within the emerging digital public sphere lies between two competing notions of freedom:

- the freedom and openness associated with public goods, where information services are understood as part of basic infrastructure and utility services, and
- the freedom and openness of markets, promoted through European deregulation policies.

Although the development of the digital layer of urban infrastructure involves supranational regulation and global private corporations, studies of European broadband policies suggest that cities and local authorities increasingly play a decisive role in shaping these developments (van Winden & Woets, 2004).

Through a case study from Helsinki, Finland, this paper demonstrates that local and regional levels remain important arenas for negotiation and political decision-making.

The analysis is based on ongoing doctoral research focused on a large housing development project in Helsinki: Arabianranta, a mixed-use city district located on the eastern waterfront of the city.

The case study examines a public–private partnership responsible for organizing broadband information services in the new district.

The research data includes:

- policy and planning documents
- 41 interviews with key actors
- participant observation of 43 project meetings

By analyzing the micro-level arguments and discussions that occurred during meetings between planners, telecommunications corporations, and a local business development company, the paper explores how “ideological dilemmas” (Billig, 1988) were addressed. These dilemmas were resolved not only through discourse but also through the creation of new institutional arrangements, allowing the competing logics surrounding information infrastructure—public service versus market-driven provision—to coexist within the same urban development framework.

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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 contemporary cities must adapt to.

As a response, cities around the world increasingly turn to marketing techniques and methods in their planning practices and governance strategies. In particular, the concept of city branding has become increasingly popular among city management and planning officials.

However, city administrators often adopt only those aspects of branding theory that are easiest to understand and implement, primarily focusing on promotional activities.

City branding, however, can be a valuable planning tool. It provides a basis for developing policies aimed at local development and also serves as a means for city residents to identify with their city. At the same time, it can offer a distinct focus for the overall planning process, providing a common framework that integrates different policy initiatives.

City branding is a complex activity that both originates from and influences the operational, physical, and social environment of the city. Such an activity requires a broad perspective on its spatial impacts, as well as an appropriate organizational structure capable of coordinating multiple actors and stakeholders.

There is a direct relationship between urban planning and city branding, but this relationship has not yet been sufficiently clarified. When city branding processes are implemented only partially—without taking into account the goals of general planning or the wider social context—they may produce undesirable outcomes and conflicts that could otherwise be avoided.

The central question addressed in this paper is twofold.

First, the paper proposes a conceptual framework for city branding, adopting a broad definition of the concept. This framework describes the main steps involved in branding a contemporary city and explains how the process can be integrated with broader planning goals and the spatial realities of urban environments.

Second, the paper draws on expert interviews conducted by the author in four European cities that have recently undertaken city branding initiatives:

- Amsterdam
- Athens
- Budapest
- Brussels

The results of this research strongly support the theoretical framework proposed in the paper. They are used to illustrate the processes involved and clarify key concepts through practical examples from city branding practice.

In this sense, the paper is relevant both to planning educators and planning practitioners, as it offers new theoretical insights into a relatively underexplored topic and provides practical lessons from the cities examined.

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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—where most of the world’s population lives—is rapidly accelerating. At the same time, economic globalization has intensified competition among cities for resources, investment, and opportunities. Urban planning must respond to these new conditions.

China, the largest developing country in the world and one of the fastest-growing economies, faces enormous pressures from both urbanization and globalization. Since around the year 2000, a new form of planning—urban development strategic planning—has emerged voluntarily in China. Initiated by local governments, this type of planning can be understood as a form of strategic spatial planning.

With the transition from a planned economy to a market-oriented economy, traditional statutory planning instruments—such as master plans—have increasingly proven inadequate for addressing the practical needs of city development and administration. Urban development strategic planning attempts to overcome these limitations by extending beyond the constraints of traditional planning frameworks in terms of time horizon, spatial scope, and planning content.

In recent years, urban strategic development planning has become one of the key concepts in Chinese urban planning practice.

Drawing on a series of planning studies conducted by the author’s institution, this paper analyzes strategic planning processes in three medium-sized Chinese cities:

- Panzhihua
- Zhongshan
- Nanyang

The study examines these cases from six analytical perspectives:

- initiation of the planning process
- planning goals
- methods used
- planning process
- planning content
- implementation mechanisms

The similarities between the cases are identified, while their differences are discussed in relation to their unique development contexts.

The selected cities have very different development backgrounds:

- Panzhihua is located in western China and developed under the national heavy industrialization policies of the 1960s.

- Zhongshan lies within the Pearl River Delta, one of China's major metropolitan regions, and developed after 1980 through labor-intensive industries such as garments and textile production.
- Nanyang is located in central China within a large agricultural region.

Despite these differences, the three cities share several important characteristics. Each has an urban population of approximately 500,000 and is experiencing rapid growth. All are confronting similar challenges, including:

- large-scale migration from rural areas to cities
- pressures associated with economic globalization
- the need to identify sustainable development strategies that can strengthen their position as regional centers.

The development of medium-sized cities such as these is particularly significant in China. Cities with populations between 500,000 and 1,000,000 account for approximately 42.3% of all Chinese cities and are distributed across the entire country.

The experiences of the case study cities in implementing strategic spatial planning may therefore provide valuable insights—not only for other cities in China but also for medium-sized cities elsewhere facing similar challenges of globalization and urbanization.

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#### THE ROLE OF INNOVATION PLANNING IN AUSTRALIAN SHRINKING CITIES AND REGIONS

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Innovation is a major driver of economic growth and therefore a key contributor to the development of productive and prosperous regions (OECD, 2001). Industry growth, job creation, the emergence of new technologies, and the development of smarter industries are closely linked to entrepreneurial and innovative activity.

However, research on innovation has traditionally focused on large cities and central business districts, particularly in relation to industries associated with the knowledge economy, such as:

- information technology
- new materials
- biotechnology

- nanotechnology

As a result, peripheral suburbs, regions experiencing industrial decline, remote areas, and cities undergoing shrinkage often fall outside the expectations of the knowledge economy. Consequently, planning policies in these areas do not always treat innovation as a central element of development and revitalization strategies.

This paper argues that shrinking cities and regions have their own distinctive innovation processes, which require specific planning measures that support innovation-intensive development.

International research has shown that some regions display higher levels of innovation than others, and that these differences are not random (Acs, 2002). Recent research also indicates that resource-based industries in Australia are among the most innovative sectors of the national economy.

Nevertheless, many Australian shrinking cities share a common feature: they are resource-based cities, particularly linked to the mining sector.

The central hypothesis explored in this paper is that industry innovation alone is not sufficient to ensure the sustainable development of shrinking cities. Other factors may have an even greater influence on regional revitalization, including:

- cultural dynamics
- migration patterns
- lifestyle preferences
- proximity to major metropolitan centers
- strategies for retaining residents (“keeping people” strategies)
- levels of entrepreneurship
- the presence of knowledge professionals living and working locally

Therefore, innovation must be considered not only at the industry level, but also at the urban and regional level.

The paper explores this hypothesis through case studies of Australian shrinking cities. Three cities are examined in detail:

- Whyalla (South Australia)
- Mount Isa (Queensland)
- Broken Hill (New South Wales)

The analysis combines statistical data on shrinkage indicators over the past forty years with interviews and qualitative case study evidence.

While debates about shrinking cities are well developed in North America and Western and Central Europe, the issue has received far less attention in Australia, despite the significant role that shrinking cities play in regional development and in resource-intensive sectors such as mining.

This paper contributes to the broader discussion of shrinking cities by examining the role of innovation planning and policy in the revitalization of shrinking urban areas.

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## ENVIRONMENTAL CHALLENGES AND THE SHRINKING CITY

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### Central Theme

This paper examines policy approaches in cities experiencing economic crisis and population loss, commonly described as shrinking cities. The study investigates:

- why environmental issues have become a focus of policy intervention,
- what measures have been implemented, and
- whether positive outcomes can already be observed.

The central argument of the paper is that environmental initiatives can serve as catalysts for change in cities experiencing economic stagnation and retrenchment.

### Approach and Methodology

The study compares experiences from several cities in Europe and North America, including:

- Pittsburgh (United States)
- Gelsenkirchen (Germany)
- Newark and Sherwood District (United Kingdom)

The analysis first examines the different forms of urban shrinkage, which arise from varying economic and social processes. It then considers the responses of key actors and compares the outcomes for different stakeholder groups.

### Relevance to Planning Education, Practice, and Research

The phenomenon of shrinking cities is widespread, with estimates suggesting that approximately one in six cities can be characterized in this way. Consequently, planners across the world increasingly confront challenges associated with urban shrinkage.

At the same time, environmental awareness has grown among policymakers and the public. Some countries have adopted binding commitments to environmental protection, particularly through the Kyoto Protocol, while others—such as the United States—have implemented environmental initiatives at regional or sub-national levels.

These two issues intersect in the question of how environmental policies can help address the challenges associated with shrinking cities.

### Key Data

For comparative analysis, the paper proposes a series of indicators.

#### Quantitative Indicators

- settlement density and urban permeability
- percentage of green space
- redevelopment of brownfield sites
- modal split of transport systems
- levels of particulate pollution and incidence of respiratory disease
- water and energy consumption
- installed capacity of renewable energy sources
- employment in the environmental sector

### Qualitative Indicators (Checklist)

- presence of fish in major waterways
- existence of local environmental plans
- incentive schemes supporting renewable energy development

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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 problems, such as air and water pollution caused by industrial activities. However, environmental challenges and the context in which environmental policies are implemented have changed significantly.

Today, planners face new types of environmental problems characterized by different incentive structures and spatial scales. These problems—such as climate change and biodiversity loss—cannot be solved solely through local action, as they represent global environmental challenges.

This paper aims to understand the implementation challenges faced by local governments when addressing global environmental problems. The analysis is based on empirical research involving two case studies in Mie Prefecture, Japan. The research follows a case study methodology, with fieldwork conducted in 2004 and 2005.

The two cases examined illustrate different frameworks of environmental policy implementation.

In the case of industrial pollution in Yokkaichi during the 1960s and 1970s, local governments played a fundamental role in gradually improving environmental standards. Civil society mobilized to pressure both governments and companies to address environmental concerns, which contributed significantly to policy implementation and environmental improvement.

In contrast, during the 1990s and 2000s, local governments in Mie Prefecture faced a different challenge: climate change mitigation. The prefecture undertook significant efforts to implement emission reduction policies. Unlike the earlier Yokkaichi case, industrial companies actively participated in some initiatives on a voluntary basis. However, the government encountered difficulties in mobilizing civil society participation.

These cases demonstrate that new environmental problems require new policy tools and implementation mechanisms. Global environmental issues such as climate change demand different approaches to policymaking and governance.

Local governments still play a crucial role, but their role must evolve. Effective responses require:

- stronger participation of civil society
- better coordination across different levels of government
- stronger public–private partnerships

In addition, new environmental policy instruments—such as economic incentives and negotiation-based mechanisms—can help address these emerging implementation challenges.

The experience of Mie Prefecture provides valuable insights into how local governments can respond to the governance challenges posed by global environmental problems.

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#### CHALLENGES OF URBAN AND REGIONAL PLANNING IN TERRITORIES OF HIGH TECHNICAL AND SCIENTIFIC DENSITY IN LATIN AMERICAN COUNTRIES: THE CASE OF THE CAMPINAS METROPOLIS, SÃO PAULO STATE, BRAZIL

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This work discusses the limits and possibilities of urban and regional planning in territories characterized by high technical and scientific density in Latin American countries.

Such territories emerge from the dialectical interaction between the social-spatial formation of each country (Santos, 1978) and the processes of globalization. In these areas, large amounts of capital are concentrated, dynamic markets are created, and strong urban growth occurs. At the same time, these territories attract migrants with low

qualifications, which contributes to the expansion of what Santos describes as the “inferior circuit” of the economy.

National metropolises form a significant part of these territories. They structure broader regional systems, sometimes described as macro-metropolises, megalopolises, or metapolises.

The Campinas Metropolis, located in the state of São Paulo, Brazil, was selected as the case study. Campinas is an important center of research in telecommunications and computer science and is recognized as one of the 47 global centers of technological innovation identified by the United Nations. The city is located approximately 100 km from São Paulo, one of the largest metropolitan areas in the world.

The study adopts a dialectical analytical approach based on three main theoretical references:

- Milton Santos’ Critical Geography (1978, 1985, 1987, 1994, 1996)
- Flávio Villaça’s Theory of Intra-Urban Space (1978, 1998)
- Marcelo Lopes de Souza’s critical perspective on urban planning (2001)

The research analyzes census data, bibliographic sources, cartographic materials, satellite images, urban plans, and metropolitan development proposals.

The analysis shows that the metropolitan territorial structure results from a complex interaction of public and private actions over more than one hundred years. These actions created extensive networks of infrastructure—including railways, highways, airports, oil and gas pipelines, and high-voltage energy networks—which support the presence of global capital in the secondary and tertiary economic sectors.

Urban and regional planning has been relatively ineffective in the current period of globalization for several reasons:

- Real estate interests often have greater political influence than planners’ strategic visions, encouraging fragmented urban expansion characterized by exclusion and irrational low-density development.
- State governments tend to prioritize policies aimed at attracting and maintaining large corporate investments, while investing less in social policies and environmental conservation.
- Local governments frequently face limited financial capacity compared with growing social demands.
- Metropolitan planning institutions are often institutionally fragile, lacking sufficient authority and resources, which reflects limited state attention to intra-urban issues affecting citizens’ daily lives.

Latin American metropolises integrated into the global economy therefore represent territories of both excellence and exclusion. Ensuring satisfactory standards of urbanity for their populations requires addressing the structural contradictions in the allocation of public resources. This involves strengthening territorial organization and ensuring the participation of all social actors in planning and governance processes, rather than limiting decision-making to local elites and global capital.

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Keywords: Urban Planning; Regional Planning; Latin American Metropolis; Campinas (São Paulo, Brazil).

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

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Increasing inter-urban competition at the global scale has encouraged the emergence of more entrepreneurial forms of urban governance, aimed at strengthening the competitive position of cities. Entrepreneurial governance is typically based on flexible and strategic alliances with private sector organisations and other public sector agencies.

Following 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 revitalisation projects. While considerable attention has been paid to the regeneration of existing urban areas, the 1980s also saw strong political and private-sector interest in the development of entirely new master-planned cities.

These cities were often conceived as global technopoles (Castells and Hall, 1994), designed to combine high-technology economic activities with socially vibrant communities in environmentally sustainable settings. One manifestation of this vision was the Multi-Function Polis (MFP) concept.

In 1987, the Japanese government proposed the joint establishment of a Multi-Function Polis in Australia. The project was envisioned as a city accommodating up to 100,000 residents and was intended to strengthen international economic linkages and policy cooperation between Japan and Australia.

Following a national tender process, a site north of Adelaide, the capital city of South Australia, was selected. However, despite the initial enthusiasm surrounding the project, the MFP initiative experienced several setbacks. These ultimately resulted in the withdrawal of funding by the Australian Federal Government in 1996.

In the absence of federal support, the original MFP proposal was scaled down and transformed into a satellite residential development, later renamed Mawson Lakes (Hamnett, 1997).

Marketed as “the new heartbeat of Adelaide,” Mawson Lakes has since become a major urban development project. When completed in 2010, it was expected to accommodate approximately 10,000 permanent residents and 5,000 student residents.

The development includes a major campus of the University of South Australia as well as the Adelaide Technology Park. Mawson Lakes also claims to maintain international economic connections through the presence of multinational companies such as Motorola and Saab Systems.

From an environmental perspective, the principal developer, Delfin, has emphasized the project’s sustainability credentials. These include the construction of an artificial lake system and the recycling of grey water, which are presented as environmentally responsive innovations aligned with local ecological conditions.

Despite these claims, however, several critical questions remain. Among the most important are:

- the rhetorical construction of inner-city vitality and spatial identity within the development
- the actual scale of economic linkages (regional, national, or international) created by the project
- the authenticity of the environmental innovations promoted in its marketing

By tracing the political, economic, and social trajectory of the development since the collapse of the MFP initiative in 1996, this paper critically evaluates whether Mawson Lakes fulfils the ambitions originally associated with the Multi-Function Polis concept or whether it represents simply another suburban residential development serving 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 currently at the height of its transformation—a rapid, large-scale, and in many ways subversive transformation. Urban planners have yet to seriously address several key questions arising from Dubai’s development strategy: questions of scale and focus, questions of equity and sustainability, and questions concerning its emerging urban form and architectural and cultural landscape.

For some observers, Dubai has lost “its soul” and appears to be selling itself to the highest bidder. For others, Dubai embodies the triumph of the future: an “authentic” mixture of the local and the global, the Islamic and the cosmopolitan, combining the promotion of diversity with the preservation of ethnic identity.

This paper argues that, contrary to recent research emphasizing human agency, locational advantages, resource endowments, and opportunistic policy-making, Dubai’s leadership has in fact been developing a coherent and deliberate strategy of economic diversification, centered on transforming the emirate into a global city-region.

Dubai is effectively “plugging into” global economic circuits, rewiring what was once a relatively marginal geographic and economic position. Based on fieldwork, analysis of primary and secondary economic and social data, and interviews with key actors, the paper suggests that although the strategy has been strongly promoted by visionary leadership, it is in reality a collaborative and negotiated process involving multiple actors and global networks of expertise.

This development strategy is strongly influenced by global planning models and competitiveness theories. Dubai has systematically adopted and adapted many widely promoted urban development policies and planning tools, including:

- free economic zones

- competitive industrial clusters
- market-oriented land-use and development policies
- new urbanist neighborhood design
- transit-oriented development
- networked knowledge communities

The paper examines how well these strategies, policies, and implementation plans have been designed, how compatible and sustainable they are within the local socio-economic and cultural context, how effectively they have been implemented, and how likely they are to succeed.

As Dubai is increasingly promoted as a development model by political and economic leaders in the Middle East, Asia, and North Africa, the debate surrounding Dubai's development strategy is not only interesting but also highly relevant 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 globalization in 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 the contexts of developing countries.

A central hypothesis in the global cities literature is that the role of cities as “command and control” centers of the global economy inevitably leads to new forms of inequality. This inequality generally manifests in three main ways:

- Socioeconomic polarization between an elite professional class and a low-wage service sector class
- Socioeconomic segregation and the marginalization of poorer communities
- The emergence of “entrepreneurial” urban politics, which often strengthens the power of elite and corporate interests

Some scholars argue that cities in developing countries are increasingly experiencing these dynamics. However, critics contend that the urban convergence perspective overstates the influence of global actors and institutions while underestimating the role of local agency and contextual factors.

This paper therefore proposes a framework that moves beyond the convergence debate. It begins with a review of emerging perspectives on globalization and urban change, including:

- recognition of the diversity of forms of integration into the global economy
- an understanding of the negotiated and hybrid nature of urban development outcomes
- the application of actor-centered analytical frameworks

These perspectives suggest the need for a framework that shifts attention away from the diffusion of urban development models from developed to developing countries. Instead, the focus should be on the processes of change that occur as actors in diverse local contexts respond to the opportunities and constraints created by globalization.

The paper argues that three key processes are shaping these transformations:

1. the emergence of urban regimes
2. the privatization of planning processes
3. the flexibilization of labor markets

However, these processes lead to very different social, spatial, and political outcomes depending on the local context in which they occur.

This perspective enables a clearer understanding of urban change while also providing more practical and context-sensitive implications for planning policy and urban governance.

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#### NATIONAL POLICY AND STRATEGIES FOR URBAN DEVELOPMENT IN INDONESIA

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Following the adoption of decentralization policies and local autonomy in Indonesia, the development of urban areas has been strongly influenced by significant social,

economic, and political changes. With the shift from a centralized governmental system to a decentralized one, responsibility for urban development has increasingly been transferred to local governments.

Urban development in Indonesia faces several important challenges, including:

- uneven growth and development between cities and regions
- rapid urbanization
- the persistence of extreme urban poverty
- social disparities
- concerns regarding urban quality of life
- limited local capacity in terms of human resources, institutional strength, and financial capability

The capacity of local governments has therefore become a particularly urgent issue in the context of decentralization. Local authorities are now expected to implement good urban governance while simultaneously promoting sustainable urban development.

At the same time, Indonesian cities must respond not only to internal development challenges but also to the growing pressures of globalization, which place additional demands on urban economies and governance systems. Greater collective efforts are required to strengthen urban development so that cities can effectively participate in global economic competition.

In this context, the formulation of national policies and strategies for urban development is considered essential. Such policies can serve as guidance for urban development at both national and local levels.

However, urban development should not be based on a uniform or standardized approach. Instead, policies must respond to local conditions, needs, and cultural contexts, allowing cities to strengthen their distinct identities and characteristics.

Urban development policies and strategies must also be widely accepted by all stakeholders, including actors at both central and local levels. For this reason, an inter-sectoral and inter-departmental coordination mechanism is necessary to build consensus among:

- national and local governments
- civil society organizations
- the private sector
- academic institutions and experts

Efforts to formulate a national policy and strategic framework for urban development have been underway in Indonesia for several years. With recent political and institutional transformations—including decentralization, democratization, improved urban governance, and the growing emphasis on sustainability—the need for such a framework has become increasingly urgent.

A series of consultative workshops was organized to gather inputs from a wide range of stakeholders involved in urban development. These included government ministries and agencies, local governments, private sector representatives, civil society organizations, universities, and independent experts.

As a result of these consultations, a National Policy and Strategies for Urban Development was formulated and formally issued at the end of 2005 in the form of a Ministerial Decree of Public Works.

The current focus is on ensuring that the decree is widely understood, accepted, and effectively used as guidance at both national and local levels in addressing the major issues, problems, and challenges associated with urban development in Indonesia.

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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 governmental structures. It presents a comparative case study of two major Japanese global cities, Tokyo and Osaka, based on in-depth interviews with local and central government decision-makers.

The study pursues two main objectives:

- to examine the relationship between decentralization, regionalization, and globalization, and
- to identify the role of local leadership in processes of governmental rescaling.

Existing theories of globalization provide only partial explanations for processes of government rescaling. These include, for example:

- the World City Hypothesis (Friedmann, 1986)
- the nested city system approach (Hill and Fujita, 2003)
- the concept of “glocalization” (Swyngedouw, 1992)
- the theory of new localism (Goetz and Clarke, 1993)

This study examines the interactions between political actors operating at different levels of government in order to provide a more comprehensive understanding of how globalization influences governmental structures.

The main findings of the study suggest that:

1. The economic effects of globalization only indirectly trigger governmental rescaling.
2. Globalization stimulates political reactions and negotiations between central and local governments, particularly in response to uneven intergovernmental relationships.
3. Local leaders play a crucial role in shaping changes in intergovernmental relations and institutional rescaling.
4. Globalization increasingly functions as a rhetorical political tool within debates over governmental restructuring.

The study also finds that uneven economic impacts of globalization have encouraged the Japanese central government to adopt policies favoring selective local investment, moving away from earlier commitments to balanced national development.

Local leadership has played a significant role in this shift. Political leaders in Tokyo successfully persuaded the national government to concentrate investment in the country's strongest global city. In response, political leaders in Osaka, representing the nation's second major economic region, pursued strategies of decentralization to increase political autonomy and regionalization to strengthen economic viability.

In both cases, local leaders used regional planning strategies as tools for rescaling political and economic interests from the local level to the regional scale.

Processes of decentralization and regionalism therefore emerged through political interaction and rivalry between regions, particularly through evolving intergovernmental relationships. In this context, arguments emphasizing global competitiveness and local identity became important rhetorical tools in political debates about institutional restructuring.

The findings demonstrate that the combined processes of decentralization and regionalization under globalization do not occur simply because global economic networks bypass national governments. Rather, globalization intensifies uneven intergovernmental relations, which in turn stimulate institutional and political rescaling.

This interpretation does not contradict existing globalization theories. Instead, by incorporating the actions and strategies of local political actors, this interactive political approach helps reconcile competing theoretical perspectives in globalization research—such as the world cities thesis versus nested scale theory, and state-centered “glocalization” versus new localism.

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## HOW MUCH POWER DOES LOCAL POWER HAVE?

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In recent years, both mainstream neoliberal planners and heterodox critical planning scholars have argued that local governments may be capable of moving beyond the traditional and conservative management of economic and social crises in peripheral countries.

But is this realistic?

Is it possible to develop political strategies that go beyond “business as usual,” where mayors act merely as entrepreneurial and competitive managers engaged in the well-known “war of places”?

Is it possible to move beyond a local agenda whose most ambitious objective is simply to manage conflicts produced by social structures and structural adjustment processes—whether first generation, second generation, or later reforms?

Can local governments truly introduce meaningful changes in the alienated and often precarious living conditions of the majority of urban populations in peripheral countries? To address these questions, the first section of the paper reviews the debate on scale and the scale of political action, focusing particularly on the dominant perspective that positions the local and the global as opposing forces.

The second section discusses the contributions of a multi-scalar approach, both as an analytical framework and as a political strategy.

The final section revisits the debate on the possibilities and limits of local power, examining whether local governments can play a transformative role in addressing structural inequalities.

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## STRATEGIC ANALYSIS OF METROPOLITAN AREA DEVELOPMENT IN CHINA CASE STUDY OF THE WUHAN METROPOLITAN AREA

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China’s rapid economic growth has attracted increasing international attention, while cities and their surrounding regions have become the most important drivers of national economic development and global competition.

According to statistics from 2004, China had 661 prefecture-level cities. Urban areas accounted for 6% of the national land area, while the urban population represented 41.7% of the total population. Urban areas generated 65.5% of national GDP, 64% of the secondary industry value added, 86% of the tertiary industry value added, and 86% of national tax revenues (PRC State Environmental Protection Administration, 2005).

With rapid urbanization and the combined influences of globalization, information technology, and the market economy, metropolitan areas in China face a complex external environment that differs significantly from the development trajectories experienced by cities in developed countries. These conditions will create substantial challenges for metropolitan areas in the future.

It is therefore essential for metropolitan regions to adopt appropriate development strategies that allow them to adapt effectively to changing external conditions.

Drawing on strategic management approaches that focus on external environment analysis, the paper proposes a strategic development framework based on three key principles:

- Regional alliance
- Dynamic study
- Gradual leap development

These strategies aim to strengthen metropolitan development and enhance comparative advantages in global competition.

Using industrial value-chain analysis, the paper examines the “1+8” Wuhan metropolitan area as a case study. This region includes the cities of Wuhan, Ezhou, Huangshi, Xiaogan, Xiantao, Xianning, Qianjiang, Tianmen, and Huanggang.

Based on this analysis, the study proposes a spatial development strategy based on industrial alliances across several sectors, including:

- textile industry
- steel and iron metallurgy
- optoelectronic information industry
- chemical industry
- building materials
- automobile industry
- environmental protection industry
- pharmaceutical industry
- new materials industry
- food industry

*(The paper is not related to the author’s doctoral dissertation. Advisor: Wu Zhigiang, Tongji University.)*

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## COUNTERING SPLINTERING URBANISM? A COMPARATIVE ANALYSIS OF BANGKOK AND TOKYO

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Planning strategies aim to address spatial problems by linking knowledge to action. In many European cities, such strategies have recently been deployed to counter new forms of spatial inequality resulting from the fragmentation of urban space.

It has been argued that globalization processes—such as networked economies and the privatization of infrastructure—are replacing integrated urban spaces with “archipelagos of enclaves.” These fragmented spatial structures are often accompanied by new forms of spatial inequality, which planning strategies are expected to address.

This paper does not question the objective of promoting spatial equality. Instead, it focuses on examining the theoretical foundations of such planning efforts. In particular, the paper argues that recent mainstream theory increasingly recognizes the institutional foundations of urban form and development.

In line with this perspective, the paper demonstrates that, beyond the effects of globalization, urban spaces are strongly shaped by national and local contexts. These localized contexts influence:

- the degree to which global developments produce spatial inequality
- how such inequalities are perceived
- the capacity of planning systems to respond effectively

Therefore, a thorough analysis of spatial segmentation must consider the interaction between global processes and local institutional conditions.

To explore this relationship, the paper compares two Asian metropolitan regions: Bangkok and Tokyo. First, it describes the fragmented urban structure of Bangkok and contrasts it with the relatively integrated urban structure of Tokyo.

The paper then demonstrates how these differing spatial forms are linked to their distinct institutional contexts, including economic, political, social, and cultural conditions.

The analysis shows that the influence of planning strategies is relative to these institutional settings. Based on these findings, the paper suggests that European planning strategies can be reconsidered and re-evaluated in light of these comparative insights.

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## NEW TRENDS OF GLOBAL REGIONS IN CHINA

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In the era of globalization, mega-cities increasingly play important roles in global labor division and international competition. With the rapid economic development of Asia and the rise of China, research on regional development in mega-city regions in the Asia-Pacific area and the coastal regions of China has become an important topic in the global planning community.

As international competition intensifies and mega-cities continue to expand, these cities and their surrounding regions are gradually forming self-organizing regional alliances composed of multiple cities. These alliances aim to strengthen participation in global labor division and economic competition.

The primary author of this paper has conducted long-term research on this emerging phenomenon of mega-city regional development. In 2002, he introduced the concept of the “Global Region,” describing a regional alliance of cities supporting the global functions of major metropolitan centers.

The concept highlights that global cities rely on their surrounding regions to function effectively, resulting in a transformation from the idea of the “Global City” to that of the “Global Region.”

This paper presents part of the research conducted following the introduction of the Global Region concept three years earlier. The authors examine three Chinese global regions as case studies:

- the Circum-Bohai region centered on Beijing
- the Yangtze River Delta centered on Shanghai
- the Pearl River Delta centered on Guangzhou

After introducing these three regions, the authors analyze the recent socio-economic context of China, focusing on three key dimensions:

1. Economic transformation – the transition from a planned economy to a market economy integrated into the global economy
2. Social change – including the growth of the floating population and the emergence of a middle class
3. Environmental and resource constraints

The paper then examines the transformation of urban systems within global regions. The authors argue that:

- individual cities are becoming increasingly autonomous
- regional alliances and integration among cities are expanding
- the structure of the urban system is being reconfigured

Finally, the authors propose future research based on complexity theory and related analytical methods, which may help explain the adaptive evolution of emerging global regions and contribute to more effective urban and regional planning strategies for sustainable development.

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## Track 7: Planning History

### URBAN STUDIES, PLANNING HISTORY AND MODERNIZATION IN LATIN AMERICA, 1930s–1970s

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This paper seeks to identify, organize, and connect key antecedents, foreign influences, professional shifts, events, and publications that contributed to the emergence and consolidation of planning history as an academic field in Latin America from the 1930s through the 1970s.

The study situates this development within broader historical, economic, and demographic transformations that shaped urban change across the region during this period. The central narrative of the paper explores the interaction between two parallel developments:

- the institutional and practical evolution of urbanism and planning, and
- the academic shifts that led to the emergence of urban and planning historiography.

The methodological approach draws on Michel Foucault's concept of the formation of discourse, focusing particularly on the role of general and comparative scholarly works rather than individual case studies. However, this emphasis on theoretical and historiographical literature does not exclude consideration of the pioneers, reforms, institutions, and events that helped shape the academic fields of urban studies and planning history.

The paper begins by identifying intellectual antecedents in disciplines such as historical geography, art history, and the social sciences. It then examines the influence of prominent foreign urbanists who visited Latin America in the 1930s, including:

- Jean-Claude Nicolas Forestier
- Le Corbusier
- Karl Brunner

These figures represented different theoretical currents within the emerging discipline of modern urban planning and had a significant impact on planning discourse in the region. This foundational moment in Latin American urbanism is analyzed through early texts, professional events, and key authors whose work eventually contributed to the formation of planning history as a scholarly field.

Following a broadly chronological structure—without attempting to produce a complete historical narrative—the paper reviews several subsequent episodes that influenced the

consolidation and direction of urban studies and planning history in the region. These include:

- Latin America's integration into international modernization agendas after the Second World War
- intellectual exchanges between Latin American scholars and academic institutions in Europe and North America
- the influence of evolving theoretical approaches in architecture and the social sciences, particularly the Dependency School that emerged in the 1960s and 1970s

While significant progress has been made in the historiography of architecture—notably through the works of Marina Waisman and Ramón Gutiérrez—the fields of urban history and planning history remain relatively underdeveloped, especially from a continental comparative perspective.

Urban historiography has been explored in the works of Ramón Gutiérrez, Jorge Enrique Hardoy, and Roberto Segre, but these contributions have rarely been analyzed in relation to the broader processes of modernization and academic transformation.

By combining:

- a comparative perspective,
- a review of the existing body of literature, and
- the contextualization of urban scholarship within Latin America's modernization process,

this paper aims to contribute to the scholarship of planning history and to deepen understanding of the intellectual development of urban studies in the region.

Research on urban planning historiography in Latin America has emphasized how foreign ideas, visiting planners, and academic networks influenced the formation of the discipline, particularly from the mid-twentieth century onward.

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## COMPARATIVE ANALYSIS OF REGIONAL PLANNING IN BRAZIL: THE SUDENE AND SUDAM EXPERIENCES

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Brazil has one of the largest and longest experiences in regional planning in the world. Due to the problems of drought in the Brazilian Northeast and its low level of economic development, several institutions and government policies have been created since the nineteenth century in order to tackle these difficulties. Finally, in 1959, SUDENE (the Brazilian economic authority for the Northeast region) was created together with a set of measures aimed at an intensive regional development policy.

Similarly, because of concerns with national sovereignty and control over the Amazon region, as well as the crisis in rubber production at the beginning of the twentieth century, several institutions and policy tools were created for the development of that region. Based on the experience of SUDENE, SUDAM (the economic authority for the development of the Amazon) and SUFRAMA (the free-trade zone authority of Manaus) were created in 1966, using similar instruments and aiming at the development of the Amazon. In 2002, SUDENE and SUDAM were extinguished under the justification of growing corruption.

This paper aims to analyze the major outcomes of these two experiences by considering the same type of policy applied to different goals and to two clearly distinct regions: a drought-prone region, historically occupied and with a low level of development, and a densely forested, sparsely populated region.

As for the Northeast region, the main hypothesis is that, although open to criticism, the policies implemented were decisive for the region's economic development and prevented further deterioration. The limited social reach of this economic development should not be attributed to the regional development policy itself, but rather to the socially exclusionary pattern of development of the Brazilian economy and society.

In the case of the Amazon, however, in addition to the poor results obtained, economic development has implied significant environmental impacts, due to the methods of deforestation and productive occupation of forest areas employed in the region. As for the Manaus Free Trade Zone, it has become a "white elephant" experience, whose maintenance requires a growing volume of public funds. For illustration, this study analyzes the volume of funds allocated, the relative growth of GDP, improvements in physical infrastructure, social indicators, and environmental implications.

According to the paper, the extinction of SUDENE and SUDAM resulted from a delayed incorporation of the worldwide crisis of regional policies, as well as from a changing concept of the State and its role, influenced by the neoliberal wave that reached Brazil. Nevertheless, the limits and feasibility of supporting regional planning for an isolated region should be questioned in the context of increasing national integration.

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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 such as protests at the WTO and FTAA meetings highlighted how disruptive political speech in public space can be. These protests clogged streets, interrupted retail trade, and interfered with recreational uses of parks and sidewalks. In many countries, laws guarantee free speech, yet planners rarely design public space to accommodate political expression. Instead, such activities are

often viewed as interfering with the primary functions of urban planning. This raises an important question: why is political expression largely absent from the planning of public space?

This paper examines the street-speaking conflicts between the Socialist Party and the city of Los Angeles during the 1900s and 1910s. These conflicts demonstrate how urban planning techniques were intentionally used to limit public speech. The disputes emerged through a convergence of factors. The city increasingly asserted its authority to regulate street activities, but in the case of the Socialist Party the goal was to control the content of speech rather than the activity itself, since other groups also spoke publicly on street corners.

The city initially introduced a permitting process, which was used to deny permits to Socialist Party members. When this approach was legally challenged, the city replaced the permit system with no-speaking districts in high-traffic areas. By linking speech regulation to transportation management, the city justified restrictions on public speech in terms of traffic control and public order.

Two key concepts were used to legitimize these regulations:

- the “travelling public” as the primary user of streets, and
- the creation of no-speaking districts, which differentiated areas where other uses could be restricted for the benefit of circulation.

These early spatial regulations functioned as proto-zoning districts, differentiating public spaces according to permitted activities. Streets were increasingly regulated with the pedestrian or traveler as the primary user.

In 1939, the U.S. Supreme Court ruled in two landmark cases that guaranteed free speech in public spaces. However, later interpretations allowed cities to regulate the time, place, and manner of expressive activities. In doing so, the Court effectively legitimized the techniques developed earlier in Los Angeles to reduce the effectiveness of street speaking when authorities could not directly eliminate unwanted political content.

The research for this paper relies on archival evidence, including documents from city archives, articles from the *Los Angeles Times*, and other historical newspapers.

This study contributes to the literature on the origins of urban planning by examining the political motivations embedded in planning techniques such as zoning and the regulation of circulation. As planners address contemporary democratic urban societies—where large-scale political protests often accompany global economic change—it becomes essential to understand how the organization of land, movement, and public space shapes political expression. Many mechanisms controlling urban space were developed in the early twentieth century and now appear politically neutral, even though they were originally deeply political.

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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 understood through Henry James' well-known metaphor from the preface to *The Portrait of a Lady*: "*The house of fiction has not one window, but a million.*" Each observer looks through a different window and perceives the same reality differently. This metaphor illustrates the diversity of perspectives that exist within planning history.

Since the 1980s, planning history has undergone significant transformations in the way it represents urban, social, and political realities, as well as in the way it interprets planning ideals and processes. These transformations have opened new "windows" of interpretation. Important questions arise: What are these different windows? Who opened them, and with what intentions? Who looks through them, and what are the consequences for planning, politics, and society today?

In many countries, the collapse of the optimistic visions associated with the welfare state of the early post-war decades led to the emergence of new interpretations of planning history. The traditionally "conservative" history of urban planning—largely a history of the winners—has been complemented by more "progressive" approaches that shift attention to those previously marginalized in planning narratives. However, there are as many perspectives and historical interpretations as there are contemporary interests in defining the role of planning between neoliberalism and civil society.

This paper explores these issues through two European case studies that illustrate the transformation of planning ideals from the welfare state era to the present.

The first case is Coventry, an important example of state interventionist planning in the 1940s. After facing strong criticism during the Thatcher era, the city shifted radically in its urban policy and became one of Europe's pioneers in privatized city management.

The commonly held assumption that post-war Coventry enjoyed unanimous support for radical urban replanning has recently been questioned. Hubbard's oral history research, based on interviews with visitors to post-war planning exhibitions, suggests that there were alternative views and approaches that have not previously been fully acknowledged in planning history. This paper identifies additional alternative perspectives and examines the relationship between socio-political attitudes, urban planning concepts, and public acceptance of planning proposals in the post-war period, as well as how perceptions of this history have evolved over time.

The second case study examines Kassel, a German city that was widely praised in the 1950s as a model for reconstruction because it appeared to be "Americanizing more rapidly than U.S. cities." Despite this reputation, Kassel has experienced multiple identity crises over time. The paper begins with the experience of residents who were not permitted to rebuild in the inner city for nearly ten years after the destruction of 1943 and concludes with contemporary debates about the outcomes of post-war reconstruction.

By tracing changing perceptions of reconstruction and planning history, the paper argues that examining urban development through multiple interpretative "windows" can help cities such as Coventry and Kassel—and others that followed similar paths of modernist

reconstruction—develop strategies that better reflect the diversity and complexity of contemporary 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 scholars believe that land-use regulation in the United States largely resulted from the “Americanization of German zoning.” In this paper, however, the authors argue that this claim is historically far less solid than it appears.

Although early twentieth-century planners frequently referred to German zoning as a precedent in conferences and presentations to public officials, the regulations they helped introduce in the United States were largely home-grown. These regulations emerged from decades of attempts to control construction and land development. In particular, private covenants, housing codes, and nuisance regulations served as important foundations for the development of modern zoning.

The reference to German zoning—often presented as a model of effective urban management—was therefore less a genuine attempt to import European planning practices and more a rhetorical strategy used in political debates surrounding land-use regulation in the United States.

To demonstrate this argument, the paper proceeds in two steps.

First, the authors show that several North American cities, including Los Angeles and Toronto, developed regulatory practices independently, without explicit inspiration from Germany. These regulations evolved incrementally through growing public intervention in urban development.

Second, the authors emphasize that the strongest advocates of comprehensive zoning were located in New York City and were primarily active there. Among North American cities, New York was the only one whose urban form and development patterns—particularly in terms of housing density—closely resembled those of German cities. Consequently, German zoning appeared especially relevant in that specific context. Arguing that American zoning was imported from Germany effectively implies that New York invented North American zoning. While New York certainly played a pioneering role—particularly through the 1916 New York City Zoning Ordinance—it cannot be credited with single-handedly introducing comprehensive land-use regulation across the continent.

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#### GOING FROM ALGIERS TO DOUALA OR SOUTH AMERICA VIA FRANCE: ITINERARIES OF FRENCH TOWN PLANNING PROFESSIONALS AND PRACTICES

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A few months ago, the author launched a call for papers to organize a nationwide conference scheduled to take place in Lille (France) in February 2007. The main topic of this conference concerns town planning practices, tools, and actors involved in French urban and regional planning, focusing on identities, practices, stakes, and transformations between 1967 and 2007.

To contribute to this debate and offer a comparative perspective, the paper proposes to examine two main issues.

##### 1. Influence of colonial planning experiences on French planning institutions

During the 1960s and 1970s, French research and development offices for urban planning were established. These multidisciplinary teams were created in 1966 within the political framework of the so-called *métropoles d’équilibre* (balanced metropolitan development policy). They operated under the supervision of civil engineers and often functioned as planning agencies involved in the practical implementation of planning policies.

Some of these institutions were directly involved in urban development projects, including the EPA (Établissements Publics d'Aménagement) responsible for planning and developing French new towns.

A key question addressed in the paper is the extent to which these planning offices were influenced by planning practices developed earlier in former French colonies. The paper examines this issue through:

- the composition of professional teams, and
- the networks and professional practices that connected planners working in France and overseas.

Recent research provides additional evidence on this topic, and the paper supplements these findings with archival analysis from records of the French Ministry of Equipment (Ministère de l'Équipement).

## 2. Export of French planning practices abroad

The second issue concerns the reverse influence: whether the planning experiments conducted in France within these agencies subsequently shaped international planning missions.

French planners later worked as experts and advisors in the establishment of planning institutions in various regions of the world, particularly in:

- Africa (for example, Abidjan and Douala),
- South America (such as Paraguay and Bogotá), and
- Asia.

The paper therefore focuses on the circulation of planning ideas, professionals, and institutional models between France and other regions of the world. This movement of knowledge and practice between metropolitan France and overseas contexts reflects broader transformations in planning during the late twentieth century.

To illuminate these processes further, the study also incorporates interviews with professionals involved in these planning networks.

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## GOING FROM ALGIERS TO DOUALA OR SOUTH AMERICA VIA FRANCE: ITINERARIES OF FRENCH TOWN PLANNING PROFESSIONALS AND PRACTICES

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#### 1. Influence of colonial planning experiences on French planning institutions

During the 1960s and 1970s, French research and development planning offices were established. These multidisciplinary expert teams were created in 1966 within the political framework known as *métropoles d'équilibre* (balanced metropolitan development). They operated under the supervision of civil engineers and functioned as planning agencies.

Some of these institutions were directly involved in the implementation of planning projects, such as the EPA (Établissements Publics d'Aménagement) responsible for the development of French new towns.

The paper asks to what extent these planning offices were influenced by planning practices developed earlier in former French colonies. The analysis focuses particularly on:

1. the members of these professional teams, and
2. their professional networks and planning practices.

Recent research provides important insights into this issue, and the author complements this work with analysis based on archival material from the French Ministry of Equipment (Ministère de l'Équipement).

#### 2. International diffusion of French planning practices

The second issue concerns the reverse influence: whether the planning experiments conducted in France within these institutions later influenced international planning missions.

French planners were involved as experts and advisors in the creation of planning institutions in various parts of the world, including:

- Africa (for example Abidjan and Douala),
- South America (such as Paraguay and Bogotá), and
- Asia.

The paper therefore focuses on the circulation of planning professionals, practices, and institutional models between France and overseas territories. These exchanges illustrate the dynamic relationship between metropolitan France and international contexts in shaping planning knowledge and practice.

To further illuminate these processes, the study also incorporates interviews with professionals involved in these planning networks.

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## JOHN NOLEN: FROM CITY BEAUTIFUL TO FUNCTIONAL AESTHETICS

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John Nolen (1869–1937) maintained one of the largest city planning practices in the United States for nearly thirty years until his death. His formative years as a planner coincided with a crucial transformation in the emerging field of urban planning, as the discipline shifted from an emphasis on artistic expression toward more functional and practical concerns.

Under the concept of the "city practical," the earlier artistic approach gradually receded. Beauty was no longer viewed as an end in itself, but rather as the by-product of common-sense planning. This idea became a central ideological principle in city planning across many jurisdictions.

Nolen's work played an important role in this historical transition. His approach reconciled two major themes in early planning thought: beauty and utility. The way he balanced these elements provides important insight into the early evolution of planning theory and practice.

This paper examines Nolen's efforts to negotiate the shifting emphasis between aesthetic ideals and functional requirements within the broader framework of his planning philosophy. The analysis draws upon a wide range of Nolen's writings, including:

- journal articles
- conference papers
- planning reports
- unpublished manuscripts

Many of these materials are preserved in the Nolen Archives at Cornell University.

Nolen's challenge to the dominant early paradigm of the City Beautiful movement remains a significant legacy. His work laid important foundations for later developments in urban planning and continues to influence 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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Clarence Stein and Henry Wright were colleagues in the Regional Planning Association of America and collaborators on several influential planning projects, including Sunnyside and Radburn. Both planners shared a vision of communitarian regionalism, advocating the development of new towns as a balanced alternative to both suburban sprawl and congested metropolitan centers.

In their collaborative work, Stein and Wright explored strategies for urban design and community building. Together with Benton MacKaye, they also addressed broader planning questions in their proposal for statewide planning in New York. Furthermore, they contributed to the federal government's new town program of the 1930s, particularly the development of the Greenbelt Towns.

Their collaborative designs addressed several important planning concerns, including:

- efficiency in urban layout
- aesthetic considerations
- quality of life for residents

These objectives were pursued through design principles such as:

- the superblock as a planning unit
- hierarchical street systems
- clustered housing patterns
- mixed land uses
- interconnected park systems

Despite these shared principles, Stein and Wright developed significantly different visions of regional city development. Each planner articulated his perspective in a key article advocating a distinct regional model for the motor age.

- Clarence Stein proposed a greenfield suburban alternative, emphasizing the superblock as the primary spatial unit and organizing communities around a hierarchy of services and facilities.
- Henry Wright, in contrast, proposed a more complex urban framework, differing notably from the Radburn model in both overall street patterns and density.

This paper analyzes these differing regional visions within the context of Stein and Wright's earlier collaborative work. Drawing on archival material, historical journal articles, and more recent scholarly interpretations, the paper provides a comparative analysis of their contrasting images of the regional city.

The study also highlights the continued relevance of their ideas, particularly in light of the renewed interest in normative regionalism among proponents of the New Urbanism movement.

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## SUSTAINABILITY IN CITY DEVELOPMENT: LESSONS FROM THE PAST DEVELOPMENT POLICIES OF CZECH TOWNS

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The concept of sustainable development has been increasingly discussed over recent decades. Most European national planning laws identify sustainable development as the ultimate objective of spatial planning.

By definition, sustainability involves meeting present needs without compromising the ability of future generations to meet their own needs. However, developing general criteria for sustainability remains difficult. Evaluations of sustainability are usually conducted *ex ante*, relying primarily on empirical knowledge and sometimes on normative indicators.

Against this background, the paper builds on previous in-depth analyses of municipal management and urban development in selected medium-sized Czech cities during the period from industrialization to the eve of the Second World War.

The study attempts to conduct an *ex post* analysis of the sustainability of urban development during this historical period. It examines the social, economic, and environmental potentials created through urban development policies and municipal decisions. The long-term outcomes of investments and spatial allocation of resources are evaluated as indicators of prosperity and, consequently, of overall sustainability.

Based on these analyses, the paper derives more general conclusions about:

- the changing paradigm of the municipality and its role in urban development,
- the development of local economies and services, and
- the interrelations between the economic, social, and environmental dimensions of sustainability.

The findings suggest that, in addition to structural constraints within local jurisdictions and existing economic and social potentials, individual leadership and institutional capacity within municipal governance played a crucial role in shaping urban development outcomes.

Interestingly, sustainability itself was rarely an explicit consideration at critical moments of strategic decision-making. Instead, the periods following these critical decisions often produced more gradual development trends that allowed cities to balance disparities and move toward more sustainable trajectories.

The paper concludes that lessons embedded in historical urban structures and past development strategies can provide valuable insights for contemporary debates on sustainable urban development and the costs associated with achieving 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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This paper addresses the following question: What factors allowed the discipline of town planning in South Asian states to retain its essentially Euro-centered knowledge base despite strong nationalizing movements in the post-colonial period?

The question arises from the limited attempts made so far to construct a critical history of town planning in former British colonies, now largely known as Commonwealth states. In particular, the history of town planning in South Asian countries such as India, Sri Lanka, and Pakistan is often presented as a sequence of uncritical events, largely disconnected from the broader socio-political contexts in which they occurred.

One important historical phase is the period following independence, marked by strong efforts to construct national identities. These efforts included:

- the recognition of national languages,
- the nationalization of key economic sectors, and
- the development of symbolic expressions of national identity in the built environment.

Many disciplines involved in shaping the built environment—such as architecture and engineering—responded to these nationalizing movements. In contrast, town planning, despite being a central discipline influencing the built environment, did not adopt nationalist perspectives to the same extent.

Instead, planning education and practice in South Asian countries largely continued to rely on colonial planning paradigms that had been applied during more than a century of colonial administration. Planning institutions often maintained conventional planning models derived from Western traditions and, in some cases, even strengthened internationalist perspectives within the discipline.

This paper examines the causes of this apparent duality between the national context and the internationalized content of planning knowledge in post-independence South Asia.

The analysis evaluates three widely discussed explanations:

1. Limitations of nationalism, suggesting that nationalist ideology may have had limited influence on planning practice.
2. The argument that modern town planning has fundamentally Western origins, making it difficult to adapt to alternative cultural contexts.
3. The role of a highly Westernized planning bureaucracy, inherited from colonial administrative structures.

These explanations are examined through the analysis of three categories of sources:

- Authoritative documents, including planning policy statements, agency reports, and planning legislation.
- Interpretive sources, such as newspaper articles, conference proceedings, and transcripts of public speeches.
- Analytical sources, including academic critiques, research publications, and other scholarly works on planning history.

By examining these materials, the paper seeks to clarify how planning knowledge in South Asia remained closely tied to Western intellectual traditions despite the broader political and cultural shifts associated with post-colonial nation building.

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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 remains a major challenge for planners, particularly as they attempt to balance human use of land with ecological concerns in a sustainable way.

Urban expansion has produced several well-documented environmental impacts, including:

- landscape fragmentation
- habitat destruction
- loss of biological diversity
- disruption of hydrological systems
- modification of energy flows and nutrient cycles

These effects illustrate the difficulties planners face when accommodating rapid population and economic growth in metropolitan areas (Alberti 2005).

In response to these challenges, planners have long adopted ecological ideas and concepts to guide the relationship between human activity and natural systems. This ecological thinking has sometimes produced remarkable planning achievements (McHarg 1998; Ndubisi 2002).

Indeed, it is difficult to find any decision involving the transformation of the urban landscape mosaic that does not have an ecological dimension. The literature on

environmental planning contains numerous examples of how ecological theories and concepts are applied at different spatial scales. However, comparatively little attention has been given to the different modes through which ecological ideas influence planning practice.

This paper identifies four modes of ecological thinking in environmental planning:

1. Ecology as a way of knowing
2. Ecology as a mandate for moral action
3. Ecology as an aesthetic framework for beauty
4. Ecology as a source of scientific concepts and principles

A central theme linking all four modes is the concept of relationships within ecological systems.

The paper critically examines these modes of ecological thinking through historical and contemporary examples related to metropolitan landscape planning. These examples include the work of influential thinkers in planning and design such as:

- Frederick Law Olmsted Sr.
- Lewis Mumford
- Ian McHarg

The analysis also considers contributions from leading figures associated with the New Urbanism movement (Wiewel and Gerrit 2005).

The paper concludes by arguing that integrating these different modes of ecological thinking can strengthen the effectiveness of environmental planning and improve planners' ability to address complex metropolitan environmental management challenges.

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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 in South Africa has a complex and often ambiguous relationship with the country's history of racial segregation and apartheid.

With the transition to democracy in 1994, a period of enthusiasm and ideological commitment emerged around the introduction of new planning instruments and policies intended to guide post-apartheid spatial transformation. Planning debates during this time emphasized goals such as:

- inclusivity

- democratization of decision-making
- recognition of the diverse nature of South African communities

Several institutional and methodological changes reflected this shift. These included:

- the development of Integrated Development Planning (IDP) as a new planning framework for reconstruction and development
- the introduction of new legislative principles guiding planning practice
- restructuring of local government institutions
- emerging visions of post-apartheid urban space

Together, these developments signaled both a transformation in planning practice and a broader redefinition of the planning profession itself.

Underlying these developments is what has often been described as a “discourse of transformation.” This discourse reflects a desire to break with past planning practices associated with apartheid and to embrace new values centered on equity, justice, and democratic governance.

This paper reflects on the nature of this discourse of transformation and investigates the extent to which it has been adopted by planning professionals during the first ten years of democratic governance in South Africa.

The research draws on several sources, including:

- a study conducted for the KwaZulu-Natal Planning and Development Commission in early 2005, in which the author participated
- documentation produced by the South African Planning Institute (SAPI)
- additional secondary literature on post-apartheid planning

The aim of the paper is to develop a deeper understanding of how the discourse of transformation has influenced both planning practice and the education and training of planners in South Africa 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 examines the process and significance of post-war land reform in Japan, focusing on its long-term consequences for the Japanese environment and for the government's capacity to regulate land use.

Drawing on archival sources, the study reconstructs the political context and policy options available between 1945 and 1955, a period during which Japan underwent significant institutional and social transformation following the Second World War.

The paper first explains how the Allied occupation authorities and the Japanese government negotiated the framework for land reform. It highlights why land reform was considered politically, economically, and socially important by different actors during the immediate post-war period (Dower 1999).

The analysis then demonstrates that, despite its transformative intentions, land reform reinforced certain pre-war land-use structures and challenges. In particular, the reform strengthened the concept of private land ownership and the associated property rights protected by the Japanese constitution.

This outcome was partly achieved through the redistribution of land from large landowners to tenant farmers and other small-scale cultivators, thereby expanding the number of landowners (Dore 1959).

However, the broader political consequences of this redistribution were significant. By strengthening the link between land ownership and individual freedom, the reform reshaped Japanese political culture and governance structures. At the same time, it limited the state's ability to regulate land use effectively in subsequent decades (Sorensen 2004).

The paper argues that these historical developments continue to influence contemporary planning practices in Japan, particularly in relation to land-use regulation and the institutional constraints faced by planners in the twenty-first century.

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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 analyzes the planning criteria established by the Laws of the Indies and their application in the development of frontier settlements in Latin America. The study focuses on the city of Barcelona (Venezuela) as a case study.

The central research question examines the extent to which the planning guidelines applied in Barcelona followed the settlement patterns established in the Ordinances of Discovery, New Settlements and Pacification, issued by King Philip II of Spain in Segovia

in July 1573. These ordinances formed part of the broader legal framework known as the Laws of the Indies.

The research approach includes several stages:

1. Documentary analysis of the Laws of the Indies and related historical documents.
2. Examination of urban historiography sources concerning the early foundation of cities in Venezuela.
3. Urban morphological analysis of the historic center of Barcelona (Venezuela), focusing on the evolution of its urban structure from its foundation in the seventeenth century (around 1671).

The Laws of the Indies constituted a comprehensive set of colonial regulations governing Spanish territories. They included 148 ordinances detailing how new towns should be located, planned, and organized, covering aspects such as the placement of the main plaza, the orientation of streets, and the distribution of land and public facilities.

These guidelines promoted a rectilinear grid layout centered on a main square (Plaza Mayor), from which streets extended outward, forming a regular urban structure that became characteristic of many Spanish colonial cities in the Americas.

The city of Barcelona in eastern Venezuela, with a current population of approximately 350,000, has received limited scholarly attention in urban historical research. This paper therefore seeks to reconstruct the city's historical development and examine how its urban form reflects colonial planning principles.

Barcelona was the third Spanish settlement established in eastern Venezuela, following Nueva Cádiz (on the now largely disappeared island of Cubagua) and Cumaná.

The study is significant because it provides one of the first systematic scholarly analyses of the physical structure and urban morphology of Barcelona. By focusing on the relationship between colonial planning regulations and urban form, the research contributes to the broader field of urban historiography and planning history.

Primary data sources include:

- archival materials from the General Archive of the Indies in Seville,
- historical cartographic materials from the National Library,
- existing Venezuelan historical literature, and
- on-site surveys conducted in the historic center of Barcelona.

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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 municipalities of Mexico City disappeared, while in 1997 an elected local government system was restored. Between these two dates, the government of one of the world's largest cities was controlled by the federal government. Much urban research on this period has analysed the centralism, authoritarianism, and non-democratic character of decision-making processes in urban development.

Nevertheless, this specific context does not mean that policy making in Mexico City followed a simple model in which decisions were taken exclusively at the highest levels of government and then implemented by local institutions. In reality, the process was more complex, and it is possible to identify local interests and controversies around urban issues emerging within policy debates.

This paper examines how, from 1930 to 1960, issues of urban policy were challenged by stakeholders who, in a certain sense, participated in the decision-making process. Planning regulation, which emerged in the 1930s, created an institutional framework through which debates on urban development could take place within the Planning Commission of the Federal District.

## THE FOUNDATIONAL PROCESS OF CITIES IN LATIN AMERICA: THE LAW OF THE 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 the Indies in the settlement of frontier towns in Latin America, using as a case study the city of Barcelona (Venezuela). The underlying hypothesis addresses the question: to what extent the planning guidelines used in Barcelona followed the human settlement pattern established by Fernando Vil as described in the Law of the Indies, in the decree issued in Segovia, Spain, in July 1573.

The research approach is threefold. First, a documentary analysis of the content of the Law of the Indies itself and other related documents of the period was conducted. Second, the urban historiography of documents produced at the time of the foundation of early cities in Venezuela was examined. Third, an urban morphology analysis of the historic centre of Barcelona (Venezuela) was carried out, reviewing the evolution of the urban structure from its foundation in the seventeenth century (circa 1671).

The city of Barcelona in Venezuela (current population approximately 350,000) has not yet been studied extensively from an urban perspective. This paper therefore attempts to examine the historical background of Barcelona, which evolved into one of the major cities in eastern Venezuela. Barcelona is the third city founded in eastern Venezuela, preceded by Nueva Cádiz (a Caribbean island settlement that no longer exists) and Cumaná.

The relevance of this work lies in the fact that the historical evolution of a colonial city has been analysed with a focus on its physical structure. For the first time, the city of Barcelona has been subjected to scholarly scrutiny of its urban form. From an academic perspective, this study contributes to the literature on urban historiography and planning history, helping to advance research methods in planning history education.

Key data sources include the General Archive of the Indies (Seville), geographic information maps from the National Library, reports from contemporary literature in Venezuela, and on-site surveys.

The research relates to a broader historical framework in which the Law of the Indies (1573) established detailed rules for founding cities in the Spanish colonies, including the use of a rectilinear street grid organized around a central plaza and guidelines for site selection, urban layout, and infrastructure.

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## THE CHARACTERISTICS OF VIETNAMESE URBAN AREAS IN THE ANCIENT AND MEDIEVAL AGE

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Vietnam is one of the countries in Southeast Asia that has a long history and rich urban heritage. The Ancient and Medieval periods lasted for a vast span of time and left many important impacts on urban development in Vietnam.

This paper aims to introduce the emerging characteristics of ancient and medieval cities in Vietnam and to compare them with those of other countries during the same historical period.

The analysis focuses on the following aspects:

- The appearance and development process
- Urban functions
- Social and spatial structure
- Urban form transition

Understanding these differences may provide a basis for analysing present urbanisation processes and for predicting 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 held by the federal government. Most urban research in this field has analysed the centralism, authoritarianism and non-democratic features of the decision-making process in urban development.

Nevertheless, this specific context does not mean that the policy-making process in Mexico City is a clear model of decisions taken at the highest level of government and implemented by local institutions. In fact, it is more complicated and it is possible to find local stakes emerging and even controversial urban issues being discussed.

This paper examines how, from 1930 to 1960, urban policy issues were challenged by stakeholders who participated, in a sense, in the decision-making process. Planning regulation, emerging in the 1930s, set up an institutional device for decision making that included a Planning Commission of the Federal District, basically to serve as an "advisory board" for the authorities (specifically the Direction of Public Works).

The analysis of this kind of board allows us to see, on the one hand, how an urban project could be discussed and the consequences of this discussion. Moreover, it aims to show that although it may appear that authorities support a project, discussions in the

Commission could lead to a different urban project (or to a non-project in the case we shall study).

On the other hand, we can follow the debate's impacts on the adaptation of the regulatory framework. Indeed, controversy about urban issues leads authorities to take legal reforms in order to include "new" stakeholders in policy decision making.

Finally, the survey of this Commission's work brings us information about the formation of the world of urban planners in Mexico City: how they participate in public action, what conceptions or visions of urban development they hold, and how we can identify strengths and gaps between the ways they see the urban future.

Based on a historical sociology approach, this article tries to enlighten the role of an advisory board in the discussion and policy-making process in a context of authoritarian government. This paper is an empirical essay whose sources are mainly legal documents, writings and testimonies, including session records of the Commission concerning 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 Brazil's twentieth-century national capitals, Canberra (1912) and Brasília (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, and Walter Griffin's early employer, the Italian architect Adamo Boari. Within this context, Boari's work as the "Government Architect of Mexico" is vital.

Moreover, Canberra's dual significance as both a modern and Modernist landscape is explored, stemming from William Holford's post-war revision of the Griffins' original design. Holford's nearly contemporaneous association with the design of Brasília 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. In addition, the paper further develops the authors' pilot study presented at the 2004 Congress of the International Planning History Society in Barcelona.

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## Track 8: Planning Theory

### 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 intentions 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 both a better and a more certain future for these regions, but is there a tension between these aims? Historically, many metropolitan plans, such as 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 — that is, a more certain future.

This paper examines 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 reviews:

- how metropolitan planning commences;
- why organisations choose to become actively involved or not;
- to what extent they make their existing plans public during 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 is reached.

Developing alternative or better urban futures raises uncertainties in the process and may make it harder to reach agreement among the parties about the type of urban future to be incorporated into the plan.

In SEQ 2001, the stated intention was to “manage growth” in order to produce a better future. However, some organisations saw the process as an opportunity to achieve greater certainty for their existing plans, while others were satisfied to have an agreed and more certain development trend to which they could adapt their own plans.

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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 context of planning teleology: the purpose of planning — the answers to the question *What is planning for?* Its argument echoes the Congress theme: only multiple, context-contingent planning teleologies can enable effective evaluation of plans and planning 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 examined planning evaluation under the 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 and concrete implications. The article suggests that the espoused purpose of English 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, planning teleologies can be classified as instrumental, mixed instrumental–substantive, and substantive. Substantive teleologies can be positive-empirical, associated with substantive fields such as land-use, environmental, or transportation planning (Alexander, 1992), or normative-categorical, as

represented for example by Friedmann (1987) and Webster (2005) from opposite ends of the ideological spectrum.

These teleologies have different implications for planning evaluation and practice. Instrumental ones focus evaluation on procedure and practice on process, risking neglect of substantive outcomes. Normative-categorical teleologies have flaws — generalization, abstraction, underspecification and ideological bias — that make them almost useless for practical purposes and impossible (in most contexts) to adapt for operational application. Positive-empirical definitions of planning, on the other hand, enable the development of contingent, field- and context-specific teleologies, which can provide concrete 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 evaluation 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 of 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 drainage and sewer systems, 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 recent planning literature to this 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 gap in planning theory: real projects supply the political, economic, and organizational substance of planning decisions (procedure) in the city.

Finally, the project-centered view exposes the strengths and weaknesses of planning paradigms (substance and procedure), while also suggesting alternatives commensurate with the scale of the project in the city.

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#### 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 the 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 the implications for the organization of urban form and space. Castells (1977), however, argues that dualistic urban form is a direct outcome of dependent urbanization, along with over-urbanization and urban primacy. Furthermore, he offers a historical perspective, arguing that the dualistic form is a direct legacy of colonial urban development.

It is this argument that sets the stage for this paper. I argue that the introduction of exogenous forces, intentions, and images of urban space 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 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 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 indigenous societies and their cultural and political relationships under colonial rule.

However, this literature says little about the spatial implications of the subaltern status of native populations—where they lived, worked, shopped, or spent their leisure time. Yet it seems that an important derivative of this literature involves urban form and space as a medium for representing subaltern relationships. Indeed, there is a growing body of literature on aspects of colonial urban development (or underdevelopment) that suggests such possibilities. This paper explores that nexus.

In developing the arguments, examples of colonial practices of separation and segregation of indigenous populations and spaces are drawn from British, Dutch, French, and Italian colonial city design and planning. The paper concludes 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 landscapes 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 a competitive edge of cities in terms of landscape.

Second, the paper develops the argument that, on the basis of their great potential for (a) promoting economic growth and (b) enhancing the place identity of cities, both built heritage and innovative design of space appear to be extensively used as major

components of contemporary strategic plans for the transformation and improvement of urban landscapes.

Combining and promoting built heritage and innovative design of space as two central themes in urban landscape transformations generates, for the twenty-first-century city, a new landscape collage dominated by two extremes:

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 globalisation, the newly emerging urban landscapes may be termed “glocalised” ones.

As a case study, Athens and the landscape transformations associated with the 2004 Olympic Games are analysed.

The paper was originally published in *Cities* 21(3): 187–202 and was awarded the AESOP Prize for Best Published Paper (2005). It will also 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 with structural uncertainty concerning both its ends and its 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 seems to be the case in an increasing number of real-world situations?

This paper contends that current planning approaches encounter difficulties in such circumstances and that an evolutionary approach could provide useful suggestions. Inspiration is sought in social sciences that have already explicitly adopted evolutionary theories and methods originally developed in evolutionary biology. These include most notably 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 are discussed, as well as why current planning theories and methods might not be able to deal satisfactorily with the more extreme forms of uncertainty, while an evolutionary approach has the potential to do so.

In the second part of the paper, the literature on existing evolutionary approaches is reviewed with a focus on their basic principles, as derived from evolutionary biology, and their 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 are outlined. Two central ideas are proposed. The first is that an urban system capable of supporting unpredictable change must be able both to continue functioning in the face of change — that is, it must be a resilient system — and to transform itself in response to change — that is, it must also be 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 discovering robust ends and means — that is, ends and means that remain relatively independent of specific future contexts.

In the fourth part of the paper, practical examples of effective and integrated transport and land-use strategies at the urban-regional level in different national contexts — based on the author's own and others' case studies — illustrate both specific and concrete ways of enhancing resilience and adaptability, as well as the kinds of planning processes that have led to their identification and implementation.

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## POWER, ETHICS, AND THE PRACTICE OF PLANNING

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In this 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 concerns about the absence of a critical view of power in planning (Flyvbjerg 1998; Hillier 2002; Stein & Harper 2003). These scholars juxtapose the ideas of Jürgen 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 toward Foucault present an analysis of power that questions Habermas’ communicative action as naïve regarding the implications of power in planning. Scholars who lean toward Habermas see Foucault’s concept of omnipresent power as leading toward nihilism. Through interviews, I examine which perspective practicing planners tend to favor 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 framework for understanding 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-positivist debate beyond one of competing epistemologies and suggests that epistemology be set aside 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, fair, or democratic.

Regarding power and the Habermas–Foucault debate, Rorty’s (1989) concern is that Habermas may inadvertently limit democracy because of the difficulty of achieving universal validity measures (or ideal speech conditions). Foucault presents a similar problem: if power is omnipresent, then why engage in democracy rather than revolution? Rorty argues for continued support of democracy above all—democracy sustained by social hope.

I conclude the study by comparing the empirical findings with Rorty’s conception of power and democracy and by assessing the potential for planners to move away from a search for truth 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 of 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 are 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 becomes a character in itself. His films both create and reflect Hong Kong identity and therefore supply a useful resource for analysis.

The postmodern, post-industrial, post-Fordist habitus of Hong Kong is found to include the following features:

- high consumption and a consumerist culture
- strong emphasis on image, even simulacra
- income disparity
- presence of low-wage immigrant labour and proximity to even lower-wage outsourcing opportunities
- fragmented and contested identity
- 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 develop such an analytical framework.

This paper represents 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 to examine the nature of complexity theory and to position it broadly within the domain of planning theory. The practical domain of application of this positioning is then highlighted.

Approach:

The argument is developed in four sections. The first section examines complexity theory (through authors such as Gleick, 1987; Waldrop, 1992; Prigogine and Stengers, 1984, and others) and draws general conclusions — both epistemological and ontological — about the nature of complexity theory for the social domain.

The second section examines major trends within social science theory in general and planning theory in particular. In particular, the systems, realist, post-structuralist, and postmodern movements are examined (Chettiparamb, 2005).

The third section combines insights from the previous two sections to propose a position for complexity theory within planning. This section discusses the ways in which the theory is being explored within planning, identifying current trends and directions of development. These are then critiqued from two viewpoints — “essentialism” and “pragmatism.” This critique draws on metatheoretical perspectives (for example Zhao, 2001; Bunge, 1973) as well as on literature concerning interdisciplinarity (for example Klein, 1996; Aram, 2004).

The fourth section examines the domain of planning practice and reflects on how the theory, as interpreted in the discussions in the previous sections, can contribute to 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 the theory is used, its domain and usefulness are not clearly understood. This paper contributes to clarifying and structuring 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 interpreting 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; Thrift). 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 and multi-sectoral urban governance.

Visualisation has emerged as a legitimate mode of public communication. Through the use of ICT (GIS and Google Earth), visualisation can contribute to conceptual clarity and to the collaborative construction of meaning regarding possible futures, as well as help to actualise those considered desirable.

The paper illustrates this framework through visualisations of multi-level governance networks drawn from the Oxford area, from data on mega-projects in urban transport infrastructure, and from reforms in the planning system in England.

The paper concludes with an exploration of the potential use of this approach in developing different types of communities — both virtual and territorial — through web-based scenario building and simulation in transport policy, and through enhancing 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 REGENERATION

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This paper explores 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 their parts and whose behaviour is inherently difficult to predict.

Redevelopment can therefore be conceptualised as a process of transformation: a complex system, a “dissipative structure” involving developers, planners, landowners, state agencies and other actors. This structure unlocks the potential of previously used sites, transforms space towards a higher order of complexity and, in the process, both consumes and creates different forms of capital.

We argue that a 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 entails.

This conceptual approach has been applied to the case of UK institutional investment in urban redevelopment. The research findings provide interesting insights which both support and elaborate the processes under investigation, but also raise questions and issues for further 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 reflects on the ongoing research project *Boundaries for Negotiation and Connectivity*, which analyses planning approaches to complexity and fragmentation, and particularly how these approaches appear to implicate — and perhaps necessitate — a reductive approach to space. The Brussels Capital Region (BCR) and its multi-layered landscape serve as the principal case study.

The increased complexity and fragmentation of contemporary cities have been analysed both as the result of this multi-layeredness and as a consequence of the emerging network society. The former can be understood as the outcome of historical boundary processes and successive urban strategies, as well as of the contemporary discrepancy between a multitude of urban ambitions and often conflicting urban conditions. The latter tends to intensify spatial fragmentation even further.

As a result, both tangible and intangible boundaries increasingly generate tensions. Enhancing complexity as a constructive tension has therefore become an unavoidable issue for planning.

The project's redefinition of boundaries as spaces of negotiation, tension, and intervention has opened opportunities to explore chaos and complexity theory as an alternative to reductive planning strategies. Similarly, studies addressing urbanity, diversity, and otherness offer relevant perspectives for planning. Although both approaches provide valuable alternatives to reductionism, they often remain largely metaphorical.

To effectively replace reductive *either/or* logic with multiplicity and diversity, the establishment of permanent negotiation processes becomes crucial.

This search for permanent negotiation processes begins with the analysis of urban planning processes as a *dispositif* (Foucault, 1975) and through the concept of diplomacy (Latour, 2003). The former refers to a heterogeneous whole in which both expressed and unexpressed elements — as well as the relationships between them — are taken into account. The latter refers to the capacity to trace and unravel these processes — the “*pourvu de suivi*” (Latour).

Accordingly, the mechanisms of Brussels' instruments for integrated planning and participation — such as the Neighbourhood Contracts — are analysed. Particular attention is given to:

- the communication of design proposals (as final solutions or as results of multiple scenarios and experimentation);
- the role and background of experts and the composition of expert teams;
- developments in planning education;
- pro/contra polarizations within participation processes.

This approach — not pre-balanced but open and flexible — allows hidden mechanisms to become visible and enables the identification and addressing of mismatches between planning strategies and negotiation processes.

Unsuccessful negotiation processes are often associated with failed participation processes or with rigid and untouchable political power. By unraveling processes within and among different dispositifs — design, social, and planning disciplines — it becomes possible to explore methods for confronting, rather than avoiding, conflicts within complex and multi-layered situations.

Data sources:

The Brussels Capital Region's multiple planning ambitions, instruments, and regulations for urban redevelopment (regional and local level), as well as implementation strategies such as Neighbourhood Contracts.

This proposal forms part of a research project commissioned by the Brussels Capital Region (since 2004) and of a PhD supervised by Prof. Dr. Graafland (TU Delft).

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## 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 attempts to capture the nature of complexity in planning and its implications. But how do we deal with complex problems?

For us it was essential not to limit ourselves to reflecting on problem-solving, but to create a “guide” with explicit steps for problem-solving, intended both for university teaching and for use in practice.

Our approach to planning

Even though real problems are mostly unique, we use a transferable structure that describes the steps of planning and helps to handle complex problems.

In short, the structure includes three key elements that are inseparable and influence one another:

- A problem-solving cycle, ranging from problem definition to finding solutions, implementing them, and evaluating the results.
- The paradigmatic approaches of those involved and of the wider “professional community”, which form the background to this cycle.
- The broader environment, embedding both previous elements within social, ecological, economic, political, and administrative contexts.

Experience has shown that four aspects often form the foundation of many planning processes. These aspects define the scope of the problem, the methods used, and the possible solutions. Those who define these four aspects effectively define the solution.

#### 1. Understanding the “big mess”

One step is to understand problems before seeking solutions by defining the “big mess” — the situation that someone perceives as negative and in need of change.

This situation is socially constructed and non-objective, and therefore neither strictly right nor wrong. Understanding the “big mess” is essential, because if the underlying problem has not been understood, solving it becomes a matter of luck rather than planning.

#### 2. Concepts and descriptions of reality

In planning, we never deal with the world “as such”, but with descriptions of the world. The concepts used vary from person to person and between professions. Concepts are therefore subjective and may lead to misunderstandings.

Different definitions of concepts highlight certain aspects of a problem while obscuring others. In this way, concepts strongly influence both thinking and action.

#### 3. Understanding causes

If the causes that led to the “big mess” are unknown or ignored, it becomes difficult to address them effectively. The problem may persist or reappear repeatedly.

#### 4. Paradigmatic approaches

In planning, the paradigmatic approaches of those involved play an important role. Everyone uses subjective approaches, and there is no way to avoid this. These approaches can be valuable, but they may also narrow the perspective on problems and solutions.

Reflecting on these approaches can therefore help planners discover new solutions, for example by adopting different perspectives or reframing the problem.

Beyond these four aspects, many other elements are involved in planning processes, including defining goals, developing solutions, assessing the positive and negative impacts of alternatives, identifying stakeholders and their interests, and planning the implementation of solutions. Additional topics include communication, participation, and project management.

In our presentation we describe how these ideas are conveyed in teaching, focusing on problem-based learning, a sequence of guiding questions that structure the theory, supported by content modules, peer-to-peer reviews, face-to-face meetings, and online components.

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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 for ensuring equitable and democratic planning processes, or for ensuring that our communities and the wider planet are sustainable. The words “responsible” and “responsibility” are readily assumed to represent 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 — 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, examining it from four theoretical perspectives:

- the tradition of duty,
- responsibility understood as the delineation of the good,
- Levinas’ concept of responsibility to the Other, regardless of proximity,
- Derridean responsibility as an undecidable response combined with the ability to respect future radical alterity.

We examine case examples from each of these four perspectives and discuss their implications for planning theory and practice.

We conclude that these questions are ultimately undecidable, and that “*responsibility 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 field of territorial studies, a very significant thematic gap exists when it comes to understanding the concept of contemporary urban planning and evaluating its scope. A mechanical thinking process can be observed which is often unaware of its origin and evolution and, in most cases, leads to failure as a means of anticipating and guiding the development and growth of the city.

In practice, urban planning in Mexico has faced several limitations. Rather than supporting the inclusion of renewed technical criteria or serving as a basis for the scientific development of the field, its evolution has largely been directed toward increasing the normative character of urban planning in the country.

Large-scale plans have primarily been implemented under the influence of the rationality criteria promoted by the International Congress of Modern Architecture (CIAM) and the Athens Charter.

The static character of Mexican urban planning can easily be verified. Both its conceptual foundations and its contemporary practice have historically been influenced by a diversity of paradigms and schools of thought, without consolidating a paradigm of its own that could effectively support it.

In particular, it has developed at the margins of recent developments in planning theory. Despite this, urban planning in Mexico remains clearly influenced by the Rational-Comprehensive Planning model, a classical model widely disseminated in previous decades. Criticism of the excessive rationality of this model has encouraged the development of alternative planning models designed to respond to the evident complexity of the contemporary world.

Accordingly, the study of planning theory is emphasised as a fundamental disciplinary field. Considering that Mexican planners have largely remained indifferent to recent theoretical developments, this research suggests that the adaptation of the adopted urban planning style should begin with a reconsideration of these theoretical contributions.

#### Methodology and Data

Given its scope, the proposed work is fundamentally based on a theoretical review of planning theory as a central disciplinary reference. It also considers the reciprocal relationship between urbanism and planning.

The empirical basis of the research relates to the study of the Mexican experience of urban planning from 1976 to the present.

#### Contributions to Urban Planning Teaching

In Mexico there are currently few initiatives that theoretically and methodologically strengthen urban planning through planning theory. Therefore, the conceptual framework proposed in this paper is intended to contribute to the generation of new knowledge within the field of urban research in Mexican public universities.

Although this paper focuses specifically on the Mexican case, the framework proposed could also serve as a basis for analysing the conditions of urban planning in Latin America from the perspective of planning theory.

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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 (e.g., sustainability, traffic congestion, sprawl) are what Rittel and Webber (1973) called “wicked problems.” Such problems have several characteristics:

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 resolution is determined by the choice of explanation;
5. the problem is never fully solved but rather 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 that defines the public interest.

We argue that this entails an ethical responsibility for planners to remain neutral with regard to their private values, while promoting public values and principles that form part of the overlapping consensus. Planners should also seek to broaden this consensus.

However, the public interest is not static; it is fluid and dynamic. Values, conceptions, and visions of the future evolve over time. Therefore, planners require more than the facilitator's skills of managing processes of engagement and debate.

A further ethical responsibility of planners is to apply creativity, imagination, and design skills in interpreting the past, opening communities to new ideas and possibilities, facilitating the development of a practical vision for the future, and designing a path from the present toward that imagined future.

This role could be described as mediation, though in a broader sense than simply resolving current conflicts of interest.

The paper examines how these ethical responsibilities of public planners can be realized in the development of concrete plans and policies.

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## COMING FROM THE OUTSIDE OF THOUGHT: TOWARDS A POST-REPRESENTATIONAL 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 and dialogical approach to understanding contingencies of place and actant behaviours. Non-representational theory reframes space and time and examines how style, affect (emotions, desires, imaginations), and politics intersect in improvised practices or performances. As Thrift notes, 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 Deleuzian *how*.

I go beyond Thrift’s non-representational theory to develop a post-representational theory of dynamic complexity. In spatial planning practice this would entail challenging traditional views and assumptions about the world and analysing events from different viewpoints. In this regard I draw on Foucault’s ideas of immanence and Deleuze and Guattari’s concepts of becoming or moving beyond established structures.

These notions allow unexpected elements to come into play and allow events not to unfold exactly as expected. They enable spatial planning and planners to be seen as experiments embedded in a series of modulating networked relationships, operating in circumstances that are simultaneously rigid and flexible. In such contexts outcomes are volatile: problems are not solved once and for all but are continually recast and reformulated from new perspectives. The emphasis shifts from solving problems to problematization.

Spatial practice is regarded as temporally engaged improvisation, a form of *phronetic practical wisdom*. However, spatial planning cannot leave everything to chance. As Foucault (2004) observed, urbanism functions to regulate chance. Potentials are always constrained in some way. Some degree of temporary fixity, stability, or “punctualisation” (Chia, 1995) is necessary, which cannot be achieved through purely *laissez-faire* approaches.

Yet the objective is not to rediscover transcendent universals but rather to identify the conditions under which something new or immanent can emerge. Spatial planning practice can thus provide “*just a little order to protect us from chaos*” (Deleuze and Guattari, 1994: 201).

In what Mengue (2003) describes as “the double face of the social”, expressed through the molar/molecular distinction, coexistence and complementarity are possible. This allows the presence of contextual structures and broad institutional visions of the future (molar) alongside micro-scale differences, fluidities, and processes of becoming (molecular). These multiple layers interact within what I describe as multi-planar planning practice.

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#### PLANS IN COMPLEX MULTI-ORGANIZATIONAL SYSTEMS

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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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#### DUAL CITIES, DUAL ECONOMY: BREAKING THE ‘MAGIC CIRCLE’ OF AUTOMOBILE DEPENDENCE

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The peripheral–central forces and counterforces at play in the 21st-century city are channelled through societal decisions on infrastructure — the very superstructure of capital accumulation. Cities are differentiated by their virtual and physical connectivity, through telecommunications and transport infrastructure, which shape and reshape urban space. Places that fall outside the new grid of digital highways become “peripheralized” (Sassen, 2000: 113).

Central to these new geographies of power is the increasing separation and isolation created by automobile dependence. Dupuy (1999) draws attention to the “*vicious magic circle*” of advantages to car use that simultaneously create negative externalities such as traffic congestion, pollution, and the irreversible consumption of fossil fuels and urban space. In the race for economic competitiveness, society is sharpening the divide between the mobility-rich and the mobility-poor.

These trends are increasingly reinforced by technological and lifestyle changes that will make them difficult to redirect. It can be predicted that the societal choices underpinning new intelligent transport infrastructure will support and sustain the lifestyle choices of knowledge workers, who are willing to pay for lower travel times, higher speeds, and greater comfort, and who compete for limited capacity within the transport system.

National and local government policies may consciously provide better services for these market actors. However, far less is known about the needs of disabled people, the elderly, the poor, and women, who often face rising costs of public transport and increasing spatial arrangements that effectively require private car use.

This paper examines the gradual emergence of a dual society by analysing literature on the social costs of current transport systems. It raises several questions:

Are these anomalies becoming the new norms?

Is it possible to make sense of and order the emerging city-region?

Can we make the city-region more intelligible so that it can be inhabited and governed more effectively?

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## PLANNING AND PLANNING PROCESSES IN COMPLEXITY

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Complexity is a true buzzword in many scientific disciplines. Numerous accounts attempt to explain what complexity might be and how complex issues can be addressed. Much is said about what complex issues are, but relatively little effort has been devoted to describing and explaining complexity in spatial development (Hajer & Wagenaar, 2003). Such description and explanation are necessary in order to reposition the role of planning and planning processes under conditions of complexity.

In this paper, the seaport of Rotterdam and Amsterdam Airport Schiphol are used to illustrate and analyse complexity in the development of both mainports. The port of Rotterdam is the largest port in Europe and the third largest in the world. Amsterdam

Schiphol Airport is the fifth largest airport in Europe. Both are designated as mainports in Dutch spatial policy.

The paper addresses the following question:

How can complexity in Dutch mainport development be described and explained, and what does this imply for the position of planning and planning processes?

To answer this question, the paper is divided into three parts.

The first part elaborates several theoretical concepts from sociology and complexity theory (Castells, 1996; Holland, 1995). These concepts form a theoretical framework that is applied in the second part of the paper to describe and explain the development of Rotterdam and Schiphol. In this section a picture is drawn of the two mainports within their complex institutional and spatial environments.

The third part discusses the implications for the role of planning and planning processes. The work of Byrne (2001) on planning and complexity plays a central role here. Byrne argues that planning should focus on controlling the parameters that influence the direction of spatial development.

The added value of the paper lies in the detailed insight it provides into the complexity of these cases and in the use of concepts from complexity theory that call for a renewed perspective on planning in complex processes. It is assumed that such a perspective can contribute to improving planning practice. The paper concludes with reflections on how meaningful planning processes can be organised under conditions of complexity (Innes and Booher, 1999).

The research is mainly based on desk research. Theoretical works are used to analyse complexity, while the empirical picture of the two mainports is supported by interviews with representatives of key organisations in the Dutch context.

This work forms part of PhD research projects based on approved dissertation proposals. Supervisors:

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## CONTEMPORARY DEBATE ABOUT METROPOLITAN EVOLUTION IN MEXICO CITY

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Two decades ago, Mexico City, the first city of the national urban system, started slowing down its population growth and experienced a decline in its capacity to concentrate population compared to middle-sized cities that attained greater dynamism as a consequence of the metropolitan decentralization process and the changes in migratory patterns.

The following questions have oriented this paper: Which hypotheses have been formulated about these changes? Which paradigms have influenced such hypotheses and urban research in Mexico City? Can these experiences be compared with those existing in European or North American cities?

Some researchers allude to the development of mega-cities or extended outskirts with the transition from compact urbanization patterns to dispersed territorial organization; from a nuclear or monocentric spatial structure to polynuclear, poly-central or poly-nodal structures. Other authors, inspired by the proposals of Berry and Richardson, explain the inflection of 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 changes in the concentration scale, from the metropolitan to the megalopolis, proposed by Gottmann, referring to the overlapping of two or more metropolitan areas and the composition of a subsystem of cities or conglomerates integrated by seven cities in Mexico's central region.

This paper proposes a brief reflection about the main interpretations of the recent evolution of the metropolitan process in Mexico City, and the theoretical models that underlie urban research, with the prospect of contributing to 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 geopolitical space, should be cognizant of the 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, economics, sociology, and ecology, all of which have different epistemic traditions and ways of reproducing their expertise through university education. Over the years, planning theorists 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 epistemological problems related to these concepts are not fully addressed, and the relationship of the epistemological standpoint to the corresponding urban ontology is not even discussed.

On the other hand, the way that knowledge is constructed in practice is often taken for granted, and the roles of the different professions and their professional interests are left open. Needless to say, those responsible for planning education are seldom willing to discuss these philosophical 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 reaching 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 scientific 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, and 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 composition 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 primordality 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 in the field of town planning, which has a grounding in the sciences of conception, decision-making and action. What articulations 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 and the scope of validity. In conclusion, 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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This paper will discuss the complex topic of participation by reflecting on multiple experimentations of strategic conversations which have been carried out in different lock-in planning contexts. Such experimentations aimed to sketch participative development strategies at different scales, 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 participation will bring about depends on the complex relations between formal and informal practices of participation and new modes of governance emerging in formal urban policy making which shape urban development processes.

Participation is not only a question of deliberating. It is a multiform and everyday practice of city construction rather than one of the “tools” available for the new governance style characterizing formal policy making processes. Following Deleuze, I will argue that participation is the result of the continuous transformation of smooth surfaces into striated ones and thus 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 as an unstable field of practices whose existence needs to be continuously nurtured by multiple views and voices, contestations and experimentations in everyday 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 INTERRUPTED! 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) mindset. Foremost local governance models 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 a 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 by which the concept is used, 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 practical 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 modelling of environments reveals that networks, along with fractals and other forms, are compelling ways to comprehend them (1).

The approach taken shows 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 reconceptualising 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 today faces a situation of numerous tasks and requirements. This situation is caused by both global and local changes together with requirements for 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 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 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 on the other hand limiting the context in order to manage local planning practice, as in a mixed-scanning perspective. Power relations, governance and regime coalitions between the actors are studied. The relation between 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 harsh climate conditions and is characterised by an ore mine as the main industry, in parallel with space technology and tourism. There is an ongoing process of comprehensive planning based on 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 beneath the existing town.

This scenario is related to the global iron price. The local authority's spatial planning is dependent on prognoses of future requirements for employees in the mine together with the development of space technology and regional tourism. The existing town is surrounded by natural environmental interests, national infrastructure as well as fields used by nomadic peoples' reindeer.

The planning process is expected to improve sustainable development and promote a deliberative process for all actors and stakeholders. Altogether these conditions give an extremely complex context for the spatial planning situation.

The results presented are expected to provide new knowledge valuable for planning practice as well as for educating planning students. The results will hopefully contribute to the discussion of planning theory. Key data sources are documents and plans, available statistics, together with semi-structured interviews and participatory observations. The findings are interpreted from an abductive 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 autojustificaciones 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 CITIES AND THE HISTORY OF URBANISM THEORY

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Hypothesis: Even twentieth-century physics admits that absolutely everything is interdependent and connected. But that does not mean that, if we cannot dissociate phenomena, it is not very important to distinguish them. In the study of the history of urbanism theory and the history of cities, it is of considerable significance not to dissociate these two subjects, but it is equally important to clearly distinguish their differences and their 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 who form a community similar to ours, such as a tribal community, a national community or a worldwide community). In the case of the history of cities, 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 technological foundations, their styles, forms and urban designs, the size of their population, and so on.

Trying to summarise, one can say that their functionality belongs to “external”, material realities (Wilber, *A Brief History of Everything*, 1996, chapter V).

To accomplish a satisfactory approach we need to conduct our analysis through historical, linguistic and philosophical methods.

The relevance of this work for planning education, practice and scholarship is to clarify the difference between these subjects, which are so close but 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 exceeding the rural population — together with the unprecedented development of megalopolises around the world, has 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 underline the need to confront the challenges facing us in order to secure a better future for our cities. It argues in favour of the comprehensive research necessary to understand the forces interacting in shaping 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 such as urban place and substitute them with the non-places Melvin Webber was arguing for as early as 1968? Are digital communities, virtual environments and a-spatial work patterns our urban future? Or is it all an intellectual exaggeration, similar to others in the past, and will business continue as usual, albeit in more urban places, possibly with slightly different modes and on larger scales?

Second, energy is rapidly becoming the resource at the centre of the most dramatic scenarios. Patterns of energy consumption in the West simply cannot be sustained, let alone multiplied and extended to 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, will it rush towards a second Middle Ages as a result of totally irresponsible use and misuse of energy resources?

Third, accessibility — and more specifically private car ownership and use — will it continue to influence and shape urban form and structure? Is the future of the world's cities a galaxy of plural Los Angeleses in a continuous megalopolis of suburbias, exurbias and metaurbias? 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 visualise possible urban futures in order to understand them better and debate and evaluate them appropriately?

If the future of the city depends on the parameters mentioned above, and if we are convinced that there will be fundamental changes in its form and structure, and if, as a consequence, serious efforts will be needed for planning the city of the future, would it not be opportune to acquire methods and techniques to investigate these future scenarios in a more illustrative way? Being able to create visualisations of these futures — as communicative and as self-explanatory as an accurate digital image — could be extremely useful. A digital 3-D model, complete with commentary on land uses and networks, could indeed provide a powerful tool.

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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 people to the land by combining town and country into one location named the “Garden City”. The passage of the previous century and the failure of the two initial Garden Cities have certainly shown that the 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 to the original theory were long overdue. There was also a need for an unconventional contemporary theory of urban planning that would revolutionize the field of urban planning. The theory of the “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 the “continuous city” on a grid system adjacent to the 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 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 urban development. The research paper has coined the concept of the “Continuous City” to explain the difference between existing and proposed urban design that can be accomplished through 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 defence 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 of the 1990s.

Our work intends, first, to present a critical approach to the perspective which, in our opinion, often implies a mystification of the state and planning. Even a deeper analysis of the trajectory of territorial planning since its appearance in the twentieth century as a “rationalization of the rationalization” of capitalist and socialist states does not allow us to identify any fundamental rupture in their discourses or practices. This seems to be true even for more recent approaches such as “participatory planning” or attempts to appropriate planning procedures as a form of creating consensus (“communicative” or “democratic” planning), which have been applied mainly at the local level.

Second, we shall elaborate some arguments that demonstrate the possibility and potential of a true rupture beginning with a “materialistic turn” in planning practice. This “new planning” would require, first of all, a dialectical overcoming of the limitations of previous processes determined exclusively by contemplation of representations and the symbolic (discourses). Therefore, this rupture will not take place merely at the discursive level; rather, it will be based on the real incorporation into planning of social space in its totality, in a way that transcends the level of mere representations of space.

This development can only be achieved through the confrontation between discursive representations of space and spaces of representation as they appear in people’s daily experiences (not necessarily accessible discursively). Therefore, we adopt a meta-theoretical approach linking conceptual elements to concrete social spaces (realities), which are not just empirical references but indispensable for understanding the process as a new “praxis”. In the paper we choose some real and imagined examples to demonstrate this new character of planning.

It is our hypothesis (and conviction) that such planning will be accepted by wider social segments due to their recognition of the abstract and alienating logics of consumer society and their dissatisfaction with its effects. Therefore, we believe that our proposal might gain 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, bureaucratic execution and the multiplicity of personal motives and objectives);
- (iii) democracy is a matter of power and countervailing power.

The author takes issue 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 agonistic 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 Belgian/Flemish spatial planning based on the Town and Country Planning Act of 1962. The structural changes are detected through the examination of official documents (parliamentary papers, decrees, orders and circulars, preliminary, draft and final plans, and research reports by the designers of the plans). They are explained by bringing political decision-making into the analysis: consociational, neo-corporatist, technocratic and underhand decision-making in a political system that may be typified as a participatory system.

It is argued that the interplay between goal displacements in spatial planning and tendencies in political decision-making has strengthened a configuration of power relations in which the executive, clientelism and participatory system are the main beneficiaries. The collective interest of economism has been prioritised 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 favour public involvement and dialogical, open processes, and their opposition to manipulation and lenient control of developers. Despite some ambiguity, it seems to be a broad Western tendency that planners' values correspond well with the 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 orientation can stand up to the pressure from major trends in politics, economy, and administration — such as market orientation and 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 the strong ideological and economic forces behind New Public Management. In the present confrontation between the one-dimensional economic approach of 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 pressures and conflicting values are pointed out in this paper, patches of common ground are also identified and analysed, in particular the shared concern with process and the emphasis on 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 us say that urban planning is the discipline in charge of determining how the built environment should be created, transformed and managed, with the aim of improving the living conditions of settled communities. As a consequence, the main questions behind every planning and design action are linked — more or less explicitly — to certain ethical and political assumptions about what "improving" means, or what can be considered "good living conditions" in a given built environment.

The paper proposes a 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 the ethical and political roots of the discipline in the modern era, advancing the thesis that urban planning inherits from the Enlightenment a strong pedagogical function, maintained within both the rationalist and the empirical traditions of Western thought. Within the first, the educational role of planning combines political values of social living with the physical characteristics of the built environment. On the other hand, within the more scientific traditions of design (post-positivism, behavioural studies) the pedagogical function loses its direct connection to political models and becomes almost a kind of training (behaviour conditioning) in which the environment is the primary tool for reaching specific goals (e.g. safety, health, etc.).

In both cases expert knowledge holds almost absolute supremacy, even at the ethical level. In other words, the planner — being the one who “knows” — is the one in charge of deciding 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 emerging critiques of modern traditions of thought that today challenge their epistemological and ethical roots. Some of the main contemporary critiques of modernity question not only particular goals behind design and planning actions, but more broadly the hierarchical relationship between knowledge (epistemology) and action (ethics).

In particular, a parallelism can be drawn between

(1) the increasing disciplinary shift from “object-oriented approaches” (plans, designs, actions) to “process-oriented” ones (negotiation, consultation processes, participation, etc.), and

(2) contemporary pedagogical theories.

Indeed, the current understanding of human learning processes leads to a new political as well as planning understanding of education, through which epistemology loses its supremacy over ethics. Does this loss lead to innovative planning practices?

Finally, the paper addresses some risks and possibilities that may arise when changing our traditional methodology of action with the explicit aim of facilitating collective learning, with particular attention to contexts characterised by diversity and high-value conflicts.

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Abstract drawn from a completed doctoral dissertation

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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 Webber 1973). The pressing issues of our time (e.g. sustainability) lie 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 planning. 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 that 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 illustrates 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 postmodern approaches to architecture and urban design of the 1970s and 1980s 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 — although, of course, in an artistic and innovative way.

It has therefore been argued 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 on philosophical Pragmatism might offer 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, the aim of this paper is 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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#### 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 the 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 directing urban growth, reflecting the differing planning practices in the three regions.

The session, anchored in the research leading to these twice-vetted papers, aims to illustrate complementarity across research in different planning regions and to discuss avenues for overcoming regional isolation in planning research.

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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 argue that traditionally the regulatory language of planning emerged from 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 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 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 regulatory interpretation and the evolution of the city.

This paper addresses 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 it addresses key issues that have traditionally framed the planning process and that have not been sufficiently questioned. Within planning theory scholarship there has been a paucity of research adequately addressing the theoretical and philosophical questions raised here. From these questions we explore alternative modes for creating and evaluating urban form.

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#### POWER RELATIONS AND CONSENSUS BUILDING: THE SÃO PAULO EXPERIMENT WITH PARTICIPATORY PLANNING

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This work explores the idea of planning as a democratic process of consensus building in which arguments, proposals and justifications are equally taken into account, 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 come together to build 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 engagement, may conceal powerful mechanisms of interest manipulation and turn itself into an instrument of power working to favour some courses of action at the expense of others.

The research uses the ethnographic discourse analysis method and focuses on the everyday life experiences of planners and citizens in São Paulo's participatory Regional Hearings and Local Planning Workshops at the time when 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 distort 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 aspects of the power relations concealed at the heart of 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 often the target of powerful interests which, while claiming democracy and free participation, subtly distort reality and people's 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 the same social relations that participatory planning discourse intended to change.

The paper compares the elements of a free and authentic dialogue, as suggested by J. Innes (2003) — reciprocity, relationships and learning building — with those present in the São Paulo planning experience. It seeks to highlight how, in specific settings, a non-dialogue disguised as a democratic one can manipulate people's beliefs and expectations.

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## SMART METHODS IN A DECENTRALISED ENVIRONMENTAL POLICY

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The Dutch are well known 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, intent and applicability of these tools — so-called “smart methods” — has revealed an interesting shift over time.

While the older and more traditional tools are rather straightforward — directly translating environmental standards into environmental zones and spatial consequences — newer tools show much greater variety. During the 1990s it was increasingly recognised in the Dutch context that much of environmental policy was too restrictive and inflexible to be practically implemented.

As a result, a shift took place from a rigid top-down approach towards innovative and popular approaches such as situation-specific and area-oriented strategies. These concepts represent a decentralised planning approach based on the specific characteristics of particular planning issues.

In the Netherlands various initiatives have been undertaken to transform policy-supporting methodologies in order to deal with this “new” decentralised policy approach. This paper concentrates on the possibilities of these tools to help local authorities cope with the difficult task of integrating spatial planning efforts with environmental management.

It shows that the existing results of these innovative tools have not yet led to a full understanding of whether they can counteract the downsides of decentralisation. These downsides — particularly the risk that environmental objectives will not stand up to strong economic or financial interests — indicate that a clear understanding of the consequences of decentralisation is needed, and this understanding is still lacking.

This paper therefore argues for a systematic insight into the consequences of decentralisation for environmental policy in general, and for the significance of a decentralised planning approach for currently existing smart methods and the development of new policy-supporting methods in particular.

It illustrates how a better understanding of decentralisation 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 also provides a first glimpse 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 also to be found in the South. 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 that 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 marketised systems of rule and the everyday 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, particularly in Western Europe and the USA. Much of this theory is informed by, and addressed to, northern contexts, although in many instances 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 raises 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 resorting to informality and criminality in order to survive. Meanwhile dominant themes in planning theory often assume stable, homogeneous, consensus-seeking, liberal and well-resourced societies.

This paper argues 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 versus ideas to re-politicise 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 remain firmly in the possession of the state (Webster 2005).

The basic distribution of property rights in UK land-use planning has shifted very little in 50 years compared with 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 Prize-winning economist Douglass North noted that coordination problems with high transaction costs tend to gravitate toward the polity (North 1990). The idea of sovereign transactions takes this further by suggesting that some kinds of transactions have attributes that make them inherently more suitably (or more efficiently) organised by the state.

In the paper I review the early formulation of this idea by the nineteenth-century institutional economist John Commons, and later formulations by New Institutional Economics scholar and management scientist Oliver Williamson. I 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 generalisations to guide and inspire students, scholars and practitioners.

I further argue that the "communicative turn" among planning theorists has worked to disengage 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 surrounding their resources and meanings — are emphasised here. Introducing these concepts into the debates of planning theory, within the context of a rapidly globalising 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 and similar dynamics as matters of real action.

There is much that planning theorists can learn from activists and researchers from other fields such as sociology, politics and anthropology. This roundtable seeks to challenge long-held views in planning theory and to explore ways of building bridges between theories and disciplines.

Speakers discuss issues of resistance and insurgency, consurgence and resurgence in current innovative practices at the interface between planners and agencies of governance, as well as in the everyday life of people and communities in South America and elsewhere. These discussions aim both to engage with radical theories emerging from the Global South and to critically reassess theories originating in the Global 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 COMPETITIVENESS. 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 (excluding the Paris region), entitled “For a European development of the French metropolises — A call to metropolitan cooperation.”

The call, whose objectives were stated in December 2003, focuses territorial policies on a new scale of public action: the urban region. The nature of the actions to be engaged at this scale represented an innovation. It was not a call for the immediate formulation of an investment policy but rather a decision taken by the major public actors of a city region to initiate a process aimed at developing international projects, particularly those with an international competitiveness dimension.

This call for cooperation was remarkably well received by local communities, since all the main *Communautés* located in urban areas of more than 500,000 inhabitants responded. Fifteen projects were accepted.

The purpose of this paper is first to describe the national procedure and second to analyse the accepted projects. One of the main objectives of the call was the building of governance networks. Several cases will be studied to understand their nature (Lille, Lyon, Marseille, Bretagne, Toulouse).

What are the main elements of cooperation? How has space been taken into account? These questions will provide a way to understand new planning modes at the 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 reflecting lessons learned from other cities' experiences 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 economic functions, the social mix of residents and users, and the prominence of public spaces and amenities.

This paper critically explores this apparent shift in planning approaches 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.

The paper concludes by questioning whether the planning approaches 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 persist 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 in the form of concentric circles around a historic city centre due to several factors: lack of space, increased commuting trips, transit congestion, the growth of tertiary activities and the lower cost of outlying land.

These new central areas later begin to experience the same symptoms that decades earlier appeared in historical centres: population loss, abandonment, building deterioration and obsolescence.

Colonia Roma is an example of a central area that was considered a high-income residential zone when it was founded at the beginning of the twentieth century. A century later, its life cycle — together with that of the city — has transformed this area into an important node of economic activity.

In recent years Colonia Roma has begun to lose population and to present similar conditions to those observed in historic centres.

A response from the authorities is a new legal instrument in Mexico City called “Bando 2”, which prohibits the construction of large housing developments outside the city’s central areas.

The logic of this instrument is to take advantage of existing social and urban infrastructure by repopulating favoured areas with lower-income residents. This instrument has induced the migration of the housing industry, mainly private developers, into central areas.

This has led to significant changes best described as gentrification in the affected areas.

This study asks: How has the real estate sector responded to the new urban context created by the redensification policy, particularly in Colonia Roma?

Research methods simulate purchasing intentions in order to reveal strategies employed by developers in two time periods: three years before and three years after the application of the policy.

The results indicate that developers have adapted strategies emphasising centrality and historic cultural heritage as selling points. This has encouraged repopulation by upper-middle socioeconomic groups.

Over time land prices and property values have increased, suggesting long-term processes of gentrification.

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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 targeting policies 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 government and other agencies in identifying priority areas for action. Fundamental to the success of such area-based initiatives (ABIs) is the choice of spatial units selected for special treatment.

This paper reports the use of the People & Places geodemographic typology (Batey & Brown, 2004), based on data from the UK 2001 Census, to identify areas requiring priority attention.

Measures of spatial targeting efficiency are used to assess how well defined geographical areas succeed in capturing the social groups toward which a policy is directed.

Additional measures evaluate the extent to which equally deserving groups fall outside the selected target areas.

The paper demonstrates the application of this approach in a project commissioned by MSIO/PEARL on behalf of Merseyside local authorities to identify new priority areas for action in the Merseyside sub-region.

These areas will succeed the “pathways” areas used previously for targeting resources under Merseyside’s Objective One status within the European Union structural funds programme.

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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 objective of this article is to analyse the relationship between emergent urbanisation (and suburbanisation) processes and urban forms, and the role of planning and governance. More specifically, the focus is on the complexities of new urban geographies and the problems they present for spatial policy coordination and appropriate forms of urban governance.

The paper assumes that a new challenge for spatial policies is how to introduce coherence and structure into complex urban regions and extensive urban forms. This involves making planning instruments and governance mechanisms more efficient and responsive to social and economic imperatives.

Two critical questions are addressed. The first relates to the approaches and capacity required to read and understand changes in urban forms and patterns of urbanisation that are necessary for planning and policy formulation and implementation. There is therefore a strong interest in what might be called the “problematic city”, which is difficult to read, evaluate, plan and regulate using traditional rationalist planning frameworks.

The second question concerns the adequate forms of governance required to integrate the complexity created by the multiple agents and levels of governance involved in local planning and development strategies. Some of the main challenges for public administration include guaranteeing compatibility between investment programmes and jurisdictions, creating conditions for participatory and constructive forms of citizenship, and developing more proactive planning processes that promote efficiency and confidence in the planning system.

The article first reflects on these questions through the concepts of urban development models, territorial scales, planning competences and local and regional resources. In the second part, different urban regions and planning contexts are examined to illustrate the relevance of these issues. The examples come from research conducted in the

metropolitan areas of Madrid (Spain), Lisbon (Portugal), Recife (Brazil) and the urban region of the State of New Jersey (USA).

The comparison of these cases allows the establishment of critical relationships between planning systems, plan formulation and implementation, and urbanisation processes. The conclusions highlight common urbanisation trends associated with globalisation and the lessons that can be learned from different regulatory 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 sixteenth century, when Canary ports were granted the privilege of trading with America outside the monopoly held by Seville. This policy was recently reinforced following Spain's accession to the European Community through subsidies granted to the archipelago as an Ultra-Peripheral Region (Priority 1).

In addition, a special Fiscal and Economic Regime provides incentives to promote investment in the productive sector.

Added to these incentives is the tourism boom that began in the 1960s. This has created a strong tourism-construction tandem that forms the economic base of the archipelago, although it does not ensure long-term stability because it generates mainly short-term turnover.

In the last decade another important phenomenon has been the spectacular increase in the investment of business profits in property as a protective measure rather than as a strategy for economic diversification and adaptation to the global competitive environment.

Parallel to this process there has been an extreme fragmentation of urban space, characterised by high population densities and dispersed housing patterns, as well as the macrocephalic concentration of population and tourism activities on the two main islands, Gran Canaria and Tenerife, which together supply more than 74% of the tourism capacity.

Despite the fact that the Canary Autonomous Community has devolved powers that allow it some room to manoeuvre in economic and urban planning, the results have not been satisfactory.

The basic instruments of urban control are the Island Plans (PIOTs), which define territorial land use and aim to regulate development through environmental protection measures and restrictions on land development.

This paper argues that the fragmentation and dispersion of the urban fabric and the high percentage of empty primary and secondary residences (over 30%) are the result of speculative investment in the property sector, rather than deficiencies in territorial planning.

The study links income indicators (GDP per capita) with perceived housing demand and the high proportion of financial transactions in the housing sector. It also demonstrates that even after the slowdown in tourism construction following the 2001 tourism development moratorium, investment in residential property remained stable or increased despite rising housing prices and greater spatial dispersion.

The conclusion suggests that territorial planning instruments alone are insufficient without active economic intervention policies, since the economic dynamics of property investment tend to override planning restrictions.

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#### HI-TECH INDUSTRIAL FIRMS, BUSINESS ENVIRONMENT AND THE RISE OF CREATIVE CLUSTERS IN SHANGHAI

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Innovation and institutional environment are widely recognised as two key factors related to the development of high-technology industries.

This paper reports the findings of a survey of both local and multinational high-tech firms in Shanghai. The survey focuses on firm behaviour and the rationale behind location choice.

The study finds that firms generally agree that the entrepreneurial climate in Shanghai is favourable for enterprise investment. The physical and intellectual infrastructure, as well as the service sector, provide strong support for firms' business strategies.

Foreign firms also consider that the institutional framework in Shanghai reinforces high-technology industry development. However, state-owned enterprises report that social and moral responsibilities constitute a heavy burden during restructuring processes.

The findings are evaluated in relation to the rise of the creative class, creative industries and 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 tensions between selected objectives of the South African housing programme and the contextual conditions in which the policy operates. The discussion highlights the limitations of spatial and socio-economic policy when the urban context is not well understood.

In recent years South African cities have undergone major changes. Notably, the overall urban footprint has expanded significantly over the last decade. One key factor behind this expansion is the state housing programme, which has delivered approximately 1.6 million freestanding detached houses over the past decade.

Beyond providing shelter, the housing programme pursues additional objectives, ranging from the political goal of demonstrating government delivery to the socio-spatial goal of restructuring the apartheid city.

However, these objectives are not always mutually reinforcing. For example, rapid housing delivery often conflicts with efforts to develop well-located land for low-income households, a process that is slow and often contested.

These tensions are strongly shaped by the urban context. This includes powerful market forces, attempts to implement spatial principles such as the compact city, and weak public transport systems serving sprawling urban areas where low-income residents struggle to secure access to opportunities.

Within this context many urban residents are highly mobile, commuting across different spatial scales and at varying intervals as they pursue multiple livelihood strategies.

This mobility contrasts with a housing programme that provides fixed residential assets in specific locations intended to serve both residents and municipalities. The success of this approach is therefore uncertain.

The paper draws on literature to examine two contextual factors: the transport system and market forces shaping access to land. It explores their influence on everyday urban practices and analyses how these interact with the intentions, assumptions and impacts of the state housing programme.

The discussion considers both the impact of policy on the urban context and the influence of context on state programmes. These perspectives suggest differing approaches to low-income housing policy and point to possible spatial consequences of alternative policy strategies.

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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 many cities in developed countries. While former industrial sites in many Asian cities remain abandoned and cause urban blight and property devaluation, industrial sites in China are often rapidly converted to alternative uses.

### Research Questions

This study investigates how the conversion of contaminated or formerly industrial land in China affects:

1. City-level economic development, and
2. Local social structure, including both social relations and physical spatial structures.

The analysis considers the specific institutional context of:

- a multi-sectoral land approval process
- ambiguous definitions of land property rights
- rapidly growing real estate markets and increasing housing demand in major cities.

### Assumptions

1. Land contamination is not a major consideration in current land conversion decisions, although it may significantly influence land value and redevelopment outcomes.
2. Different land conversion processes produce different growth patterns, affecting both short-term economic output and long-term community development.
3. The current land-use rights and land ownership system in China remains insufficiently developed to enforce responsibilities among actors or ensure sustainable development.

### Hypothesis

#### 1. Social structure and community development

With the transition from a planned economy to a market economy, China's spatial social structure has shifted from the traditional danwei (work-unit or factory-based) model toward a decentralised and fragmented structure influenced by global, national and local market forces.

Industrial land — previously central to the danwei system — could become an important platform for integrating social relations and spatial structures if:

- land contamination is properly addressed during redevelopment, and
- participatory community models are introduced.

## 2. Economic development

Decision-making could improve if actors such as planners, analysts and developers had clearer information regarding:

- land availability, condition and location
- clarified responsibilities under improved property rights systems
- institutional processes that incorporate environmental impacts into land valuation.

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## NEW ADMINISTRATIVE CITY, SECHUN MEGALOPOLIS AND BALANCED DEVELOPMENT IN KOREA

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As population and industry have increasingly concentrated in the Seoul Metropolitan Area (SMA), South Korea has experienced significant regional disparities. Although the SMA occupies only 11.8% of the national territory, it contains nearly 48% of the population.

This concentration has led to major challenges including rising living costs and increasing regional inequality. In response, the Korean government has implemented policies for several decades aimed at limiting the influx of people into the SMA. However, these policies have largely failed to reduce population concentration.

As a new strategy, the Korean government has decided to construct a new administrative city, intended to reduce pressure on Seoul and promote balanced national development. The government also expects that the Seoul Metropolitan Area will evolve into a major financial and logistics hub in Northeast Asia following the completion of the new administrative city.

This research examines the potential impacts of the new administrative city. The project has been politically controversial since its proposal in 2002.

Using Jean Gottmann's concept of the "megalopolis", the study proposes the hypothesis that the new city could stimulate the emergence of a "SeChun megalopolis", linking the Seoul metropolitan area with the Chungcheong metropolitan region.

As the Chungcheong region develops and infrastructure improves, new urban complexes may emerge along the Seoul–Taejeon axis, an area already characterised by significant industrial concentration.

The study evaluates whether the formation of the SeChun megalopolis could:

- restructure the spatial organisation of the national territory
- function as a dynamic international hub
- contribute to balanced regional development.

The research also compares this emerging urban configuration with other global megalopolis regions, including:

- BosWash (Boston–Washington corridor, USA)
- Tokaido (Japan)
- Benelux–Ruhr (Europe).

The findings are intended to support Korean planning policy by providing insights into metropolitan strategies and balanced territorial development.

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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) represents a bold and much-needed step in the region's urban management history. However, its implementation—particularly regarding the goal of creating a more compact and denser metropolitan area—remains uncertain.

The plan emphasises higher residential densities as a key strategy for accommodating population growth in a sustainable way. It introduces a range of policy tools requiring new planning and development responses. Yet within the SEQ context there is currently limited research supporting the application of these densification tools.

This gap poses challenges both for the metro-regional planning process and for local authorities tasked with implementing new growth management strategies.

One major challenge is identifying suitable transit-oriented locations with sufficient capacity to support higher-density housing while also gaining community acceptance for such development.

A central issue requiring further research is the development of an urban housing capacity template. Such a tool could assess:

- the physical capacity of urban areas
- the economic feasibility of higher-density development
- implications for urban form
- necessary spatial governance modifications.

This paper presents the findings of a recent project that piloted the use of such a housing capacity template in three transit-oriented localities in South East Queensland.

The results highlight the potential of the template as part of the planning toolkit for local growth management, enabling authorities to more accurately evaluate their capacity to accommodate future housing development.

By examining the practical application of the template, the paper also provides recommendations regarding its development, robustness, and implications for both local and regional planning strategies.

Importantly, the study reveals the range of assumptions and conditions necessary to achieve higher housing densities and highlights the practical limits to urban growth in the SEQ region.

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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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One of the largest migrations in human history is currently taking place through the movement of people from rural areas to cities. As a result, the urban fringes and hinterlands of cities are expanding and undergoing profound transformation.

In some developing countries, rural populations migrate to the edges of cities in search of economic opportunities. In other contexts, particularly in developed countries, middle- and upper-income households are moving to newly developed suburban areas.

In the United States, peri-urban land accounts for almost one third of the country's total land area and contains more than one fifth of its population—a proportion projected to increase to one third.

In Australia, new settlers at the urban fringe are primarily lower-income households, while the development patterns on the fringes of European cities display considerable diversity. Despite these significant changes, peri-urban regions remain understudied, both in Australia and internationally.

This paper investigates the characteristics and development patterns of peri-urban regions, particularly in developed countries.

Peri-urban areas have been defined in several ways:

- spatially, through their proximity to metropolitan centres and their physical structure and land-use patterns
- functionally, through demographic dynamics and economic relationships
- or through a combination of spatial and functional characteristics.

Analyses of peri-urban areas have also explored phenomena such as monocentric and polycentric urban structures and counter-urbanisation.

The paper further examines:

- drivers of change
- sectoral dynamics
- environmental, social and economic trends
- impacts of urbanisation.

Special attention is given to the issue of conflict in peri-urban landscapes, where competing land uses—such as residential development, agriculture and environmental conservation—create increasing tensions.

Finally, the paper analyses policy responses and governance arrangements designed to manage peri-urban development.

Using Australia as a case study, the research combines an international literature review with an analysis of sectoral trends in Australian peri-urban regions based on primary and secondary data.

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## RECONCILING URBAN INTENSIFICATION AND HOUSING DEMAND: IS THE COMPACT CITY FEASIBLE OR DESIRABLE IN FRANCE AND ENGLAND?

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The compact city model has dominated debates on sustainable urban development in Europe. This paper examines the challenges of implementing this model in France and England in the context of contemporary housing policy.

Important differences exist between the two countries. In England approximately 30% of land is urbanised, compared with 8% in France. As a result, limits to urban expansion are more strongly felt in England, where countryside protection groups are particularly influential.

France has a longer tradition of high-density housing development, although 58% of its population lives in individual houses compared with 82% in England. At the same time, the highly fragmented system of French communes often facilitates urban sprawl.

In England, planning authorities correspond more closely to meaningful social and economic territories. Despite these structural differences, planning policy narratives in the two countries show significant similarities.

In England, the Conservative government introduced a target that 60% of new housing should be built on brownfield sites. The subsequent Labour government established an Urban Task Force to explore how this objective could be achieved, incorporating density targets into planning policy through measures such as PPG3.

In France, the Loi de Solidarité et Renouvellement Urbain (2000) introduced a new approach to planning and density. The previous density threshold system was abolished, and new planning tools such as Schémas de Cohérence Territoriaux (SCOT) revitalised city-regional land-use planning.

Formally, land-use planning legislation is stronger in England, where targets and thresholds are enforced, while in France the legal framework is more aspirational.

However, the paper questions whether these legislative differences produce different empirical outcomes.

In both countries, policies promoting urban intensification are challenged by broader economic and regional dynamics. Regional policy tends to reinforce growth in already successful regions—such as South East England and the major French conurbations—rather than stimulating development in disadvantaged regions.

In England, new housing development is concentrated in the South East while housing stock in parts of the North and Midlands is reduced through demolition.

In France, strengthening the economic role of major metropolitan areas often results in the extension of their urban boundaries, while rural regions experience depopulation.

Planning systems therefore face the challenge of mitigating the negative impacts of sectoral policies—especially those related to housing investment.

In England, the Sustainable Communities Plan and the Barker Review called for a significant increase in housing supply. In France, parliamentary reports have emphasised the need for additional housing, leading to renewed construction activity since 2004 and increased peri-urban development.

The paper explores these tensions through two case studies characterised by strong housing growth pressures:

- Luton, north of London
- 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 influence of three groups of factors — government intervention, free market operation, and indigenous features — on the internal spatial structure of urban development in China.

Using the land rent gradient as an analytical measure, the paper argues that Chinese cities are spatially organized in a distinctive way shaped by premature land policies, the urban realities of the economy and infrastructure, and the principles of location rent.

Empirical data collected from Beijing and other large Chinese cities are analysed using parametric and non-parametric statistical methods in order to illustrate the interplay among these factors.

This paper contributes to the literature by providing a framework for understanding both the uniqueness of Chinese urban spatial configurations and the factors underlying them. Such an understanding is essential for the formulation of effective urban management policy in the public sector and is also important for real estate developers in making investment decisions.

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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 nations and regions of the UK and Ireland, based on 45 interviews with “national” planners.

A key part of the national policy agenda in the UK and Ireland has been the promotion of more “joined-up” policy making, moving away from traditional sectoral or silo-based approaches.

At the European level, policy integration is also central to the European Spatial Development Perspective, where spatial planning is seen as a mechanism for coordinating strategies across sectors such as housing, transport, education, health care, culture, economic development and land use.

At a theoretical level, the paper interrogates the politics of policy integration.

The issue is partly about who benefits and who loses when policy integration succeeds, but it also concerns the deeper political logic of the process: why policy is being driven in this direction and what its intended and actual outcomes are.

A particular concern of the analysis is to examine the changing boundaries of spatial planning and whether devolution has led to different forms of integration 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 the willingness of private actors to invest in residential or commercial development, reflecting the growing reach and autonomy of economic forces.

As a result, private preferences now play a major role in determining whether urban areas have development potential, thereby weakening the degree of control planners have over urban development.

Given this shift, one might expect spatial planners to anticipate and make use of private-sector preferences, leading to new forms of strategic spatial planning.

This paper asks whether spatial policies — specifically strategic spatial plans from 1980 to the present — have in fact adapted to this new planning context.

The research focuses on the two largest Dutch cities, Amsterdam and Rotterdam, where there is a perceived growing tension between plans and actual developments.

In both cities, spatial structure plans from 1980 onward are analysed and compared with both:

- more concrete plans for public investment, and
- the actual development projects that were realised.

The study seeks to assess how serious this perceived tension is by asking:

- How many plans were never realised?
- How many realised projects were never planned?
- How does this vary over time, by function (residential, office), and between the two cities?

The findings are intended to generate broader insights into whether strategic spatial plans are truly strategic, or whether contemporary urban development is better described as “power to the projects.”

Drawing on concepts from strategic management in business, the paper concludes with ideas on how strategic planning might become more explicit and better able to address the tension between ambitions and opportunities.

The proposed paper forms part of an ongoing doctoral dissertation.

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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.

Since then, 53 state-level high-tech parks and around 2,000 additional local parks have been developed or are in the process of being implemented.

However, significant challenges remain if these parks are to be successful. For example, accommodating the associated labour force may require the inclusion of a residential component that was not part of the original park plan.

At the same time, solutions to such challenges are emerging. Parks such as Guangzhou Science City have been successfully integrated into the existing urban fabric and now play an important role in the broader economic and social development of their surrounding communities.

The paper argues that high-tech business parks can therefore serve as a vehicle 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: concentrated urbanization and disperse urbanization. The first usually produces large agglomerations in the form of a metropolis or a city-region, such as Los Angeles (Scott, 2002), Rio de Janeiro (Geiger, 2003), or Barcelona. The second is characterised by the dispersion of productive activities and population across extensive territories, as occurs in the Veneto (Indovina, 2003; Fregolent, 2005), in the south of Rio de Janeiro State, and in Brazil's Midwest, among other regions.

Although there is debate over which tendency is predominant, there are many indications that both are developing in several countries in a complementary rather than mutually exclusive way.

On the one hand, even around major metropolitan areas in both developed and developing countries, one can observe an increasing tendency toward dispersion through the multiplication of urban nuclei and agglomerations scattered across the territory like "chicken pox" scars.

On the other hand, in territories structured by dense road systems, there is a growing trend toward dispersed and scattered occupation by productive activities, housing and residential condominiums, alongside the strategic location of commercial and service centres throughout areas previously considered rural.

These two major trends pose severe challenges to traditional forms of planning and to consolidated spatial practices worldwide. Moreover, they are supported by informational networks and technologies that enable new vertical forms of regionalisation and political compromise.

This paper seeks to identify and highlight contemporary challenges to current planning practices in order to rethink planning and future-making from a critical perspective.

To do so, recent urbanisation processes around Barcelona and Rio de Janeiro are considered as examples of concentrated urbanization with peripheral dispersion. In contrast, the diffuse urbanization pattern of the Veneto and the hinterland of Rio de Janeiro State, as well as trends observed around Belo Horizonte and Brazil's Midwest, are also examined.

The paper is structured in three parts. First, it examines the two major current urbanization trends and the factors contributing to their development. Second, it describes their main features through the selected case studies. Third, it develops an inventory of the challenges and obstacles these trends pose to urban and regional planning and development.

Finally, the paper reflects on the right to the city (Lefebvre, 1996) and the possibilities of building a more equitable and socially oriented planning practice.

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#### PLANNING FOR RELIGIOUS LAND USE WITH INCREASING DIVERSITY

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While some parts of the world are facing a declining demand for religious land development, Taiwan is experiencing major land use planning and development control challenges arising from increasing religious land use and activities.

This paper identifies the characteristics of diversity and the planning challenges associated with religious activities from the perspective of land use planning and development strategy.

According to official statistics for 2003, there were 25 religious groups and 14,650 places of worship in Taiwan, including churches, temples and other religious settings.

Because of diversity and uncertainty, it is difficult not only to predict the quantity of future religious land use demand, but also to plan in advance for the content and form that such land use will take.

In addition, because of inadequate development control and land use management, many religious establishments have been built illegally throughout the island.

Land use surveys reveal that many temples and churches in urban areas suffer from problems such as:

- parking shortages
- traffic congestion
- noise
- landscape degradation.

Given the continuing increase and diversification of religious development, planning for religious land use has become a major challenge for planners in Taiwan and possibly elsewhere.

Through a combination of literature review, statistical analysis and problem analysis, the paper explores potential directions for future land use planning in this field.

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 aimed at attracting multinational activities have become central to urban policy in an era of internationalisation and inter-city competition. These projects face the challenge of creating a “local fix” in global space through the appropriation and redevelopment of strategic urban places.

Their geographical location is often found outside traditional city centres, in places strategically connected to major physical and virtual infrastructure networks.

While much critical academic research has interpreted such projects as markers of a neo-liberal turn in urban politics and has highlighted their contradictions, large urban projects may also become sites for challenging current development practices.

This implies innovation at both:

- a strategic level: how projects are framed, and
- an operational level: how integrative frameworks are built between leading actors.

Innovation therefore has both process and content dimensions.

Within this framework, the paper investigates the possibilities and outcomes of innovation in three contemporary large-scale development projects:

- Amsterdam Zuidas (Netherlands)
- Copenhagen Ørestad (Denmark)
- Barcelona Forum 2004 (Spain).

The research adopts a new institutional perspective, with particular emphasis on actor-centred institutionalist approaches.

Over the last four years, intensive fieldwork has been carried out on these three projects, all of which aim to create new mixed-use environments through innovative planning processes.

As these projects are still in the midst of long-term implementation, the paper offers an initial assessment of their innovative character. In addition to documentary analysis, more than 60 in-depth interviews were conducted with key decision-makers.

The paper is relevant both for planning practice and scholarship. Such large-scale projects remain highly visible instruments for ambitious cities and regions seeking competitive positioning in a global economy. Yet, despite both scepticism and optimism in policy and academic circles, many opportunities appear to have been missed in the current generation of urban mega-projects in Western Europe.

From a scholarly point of view, this research is one of the first comparative, in-depth analyses by a single researcher of multiple large-scale projects in different countries.

This paper is drawn from an almost completed dissertation.

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## TOWARD A COMPARATIVE STUDY ON SPATIAL PLANNING ISSUES AND APPROACHES IN DIVERSE MEGACITIES

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More than 300 cities worldwide have populations exceeding one million. Excluding some mature megacities such as Tokyo, New York, London and Paris, most of these cities are growing at different rates and face diverse spatial planning issues shaped by factors such as:

- stage of development
- urbanisation history
- policy context
- role in global society.

Starting from the view that diverse megacities require different but partly overlapping spatial planning approaches, this study addresses the following questions:

1. How can megacities be categorised as a basis for comparative study?
2. What major spatial planning issues and approaches are emerging in these categories?

Using UN-HABITAT population statistics, the 60 largest megacities are categorised according to estimated population in 2015 and population growth rates between 1985 and 2015.

The categories include:

A. Matured cities with more than 20 million inhabitants: Tokyo, New York

B. Matured cities with 5–10 million inhabitants: London, Paris, Seoul, etc.

C. Growing cities with around 20 million inhabitants: Mexico City, São Paulo

D. Growing cities with around 10 million inhabitants: Los Angeles, Rio de Janeiro, Shanghai, etc.

E. Rapidly growing cities with 10–20 million inhabitants: Istanbul, Jakarta, Manila, etc.

F. Rapidly growing cities with 5–10 million inhabitants: Toronto, Bogotá, 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.

Based on preliminary case studies of plans and typical projects in selected cities — including Tokyo, Seoul, Mexico City, Shanghai, Toronto and Bogotá — the study explores major spatial planning issues and approaches emerging in megacities.

Common challenges identified across many megacities include:

- a. prevention of urban sprawl and protection of natural resources and farmland
- b. introduction of efficient transit systems linked with land use strategies
- c. intensification of urban centres and redevelopment of brownfields
- d. conservation of historic areas under redevelopment pressure

- e. improvement of informal settlements
- f. intensification of low-density suburbs
- g. establishment of effective urban governance structures.

The study is one of the first comparative efforts to examine spatial planning issues and approaches across diverse megacities. It provides a tentative framework for understanding and addressing complex planning problems in such cities and suggests several directions for further research.

Key data sources

- UN-HABITAT Global Urban Observatory (2001), “Urban Agglomerations: Population Size and Growth Rate”
- planning documents from individual megacities

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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 the Copenhagen Metropolitan Area (Næss, 2006), this paper examines the extent to which urban structural characteristics influence travel differently among various population groups.

Theoretical considerations as well as previous empirical studies, including Hjorthol (2000) and Næss & Jensen (2004), indicate that such differences do exist.

For urban planning, these differences are important both for assessing the welfare effects of alternative land use and transport policies and for anticipating how socioeconomic changes in the population may affect future relationships between urban form and travel. The Copenhagen Metropolitan Area study combined qualitative and quantitative methods, including:

- 17 in-depth interviews with residents living in different parts of the metropolitan area
- a large travel survey
- a follow-up in-depth travel diary investigation.

The material shows that urban structure influences travel to some extent in all investigated subgroups. However, there is considerable variation between groups, both in the relative importance of different urban structural characteristics and in the transport dimensions affected.

For example, some groups whose travel distances are strongly affected by residential location show only a weak relationship between residential location and the proportion of car use.

The location of the residence relative to downtown Copenhagen appears to influence travel distances especially among socially privileged groups. Residential location in relation to the city centre has the strongest effect on the amount of transport among:

- men
- workforce participants
- higher-income groups.

Among women, non-participants in the workforce and low-income groups, the amount of transportation is influenced mainly by more local urban structural conditions, such as:

- distance from the residence to the nearest second-order urban centre
- distance to the nearest urban rail station
- local area density.

For people who are neither workforce participants nor students, weekday travel is directed mainly toward destinations available in local centres, such as shops, cafés and post offices.

Among single people without children in the household, weekday travel distances are less influenced by urban structural factors than among respondents in general. Single people have greater flexibility to coordinate the location of residence and workplace and therefore better opportunities to maintain short commuting distances even when living in outer parts of the metropolitan area.

If there are two workforce participants in a household, it is more difficult to achieve proximity between both home and workplace, especially in peripheral parts of the metropolitan 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 between the global money market, the urban property market and urban planning.

In Italy, the urban property market has been subject to a process of valorisation that has altered the “monetary pattern” of the city. The reasons for this transformation can be explained through a speculative-financial approach based on post-Keynesian economic principles.

The decline in returns from share investments has increased the attractiveness of lower-risk forms of investment, especially those connected with the real estate market.

These macroeconomic factors interact in each urban context with local financial conditions and generate a specific spatial distribution of property market values and a new type of absolute and differential ground rent.

This paper analyses the characteristics of the real estate market in the historic centre of Palermo.

This market offers a great variety of property supply, with differentiation according to:

- historical-artistic value

- state of preservation
- housing typology
- other related characteristics.

It also reflects a complex and segmented property demand, including:

- middle-class households
- low-income groups
- students
- immigrants.

The segmentation of the urban real estate market is reinforced by:

- public policies of renewal in urban micro-areas and restoration of historic buildings
- private restoration projects supported by financial aid from public administrations, often producing filtering up processes
- continuing urban decay in other micro-areas, generating filtering down processes.

The paper aims to analyse:

- each public project in the historic centre
- the amount of financial aid granted to private projects
- fluctuations in market values in Palermo and other Italian cities.

This analysis seeks to explain the consequences of recent urban policies on the real estate market within the framework of current global economic trends.

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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 survey results concerning households and 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 form of suburban development now spreading through the majority of Japanese cities.

The research aims to understand changes in:

- leisure activities of suburban residents
- shopping patterns
- housing conditions
- general attitudes toward the new development.

Particular attention is paid to the loss of children's play environments.

The paper then discusses the implications of these behavioural changes and quality-of-life issues for future demographic conditions.

Since the deregulation reforms of the 1990s, Japanese cities have seen rapid suburban development characterised by very large shopping malls. While such developments may stimulate local economies, they also:

- damage natural environments
- consume agricultural land
- draw consumers away from traditional city centres.

This has left many central shopping districts in decline despite local downtown revitalisation policies.

The resulting auto-dependency in these communities now threatens the quality of life of both children and older people.

The survey shows that 95% of respondents report deterioration in their living environments after the mall's arrival, including:

- heavy traffic congestion
- noise
- reduced safety.

More than 40% of respondent households visit the mall at night, taking advantage of its extended opening hours (until 10 or 11 PM).

At the same time, most children surveyed state that they usually play at home, even though they would prefer to play outside. They report increased danger from traffic and suspicious individuals in the neighbourhood after the mall development.

These survey results indicate the victimisation of children resulting from new shopping mall development. Children may express satisfaction from weekend family visits to the mall, but in practice they are being exploited rather than given meaningful opportunities. The paper argues that this deprivation has serious long-term consequences.

Japan's population began declining in 2005, according to government statistics. At the same time, the country's fertility rate fell to 1.288 in 2004, one of the lowest in the world. The author raises the question of whether children growing up in such degraded environments and with reduced opportunities for play will later be inclined to form larger families. The answer is doubtful.

The paper concludes that new suburban development patterns characterised by mega shopping malls pose a threat to the social sustainability of Japanese society and call into question the soundness of current planning and development policies focused mainly on economic growth.

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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. Field surveys reveal significant differences in the distribution of building lot size among these projects.

Since urban texture is produced through accumulated decision-making processes, the distribution of building lot size can vary according to the time and location of each project. This study examines the relationship between the distribution of building lot size in commercial zones of Korean new town projects and the construction capital stock, and seeks to derive implications for lot-size distribution in future projects.

Nine sites were selected for analysis:

- 3 in traditional CBDs
- 3 in newly developed areas from the 1980s
- 3 in new towns constructed in the 1990s.

The distribution analysis reveals a clear pattern: the newer the development, the larger the average building lot size and the smaller the standard deviation.

Although several explanations could be considered, this study focuses on changes in the construction capital stock in Korea during the same period.

The argument is that the current distribution of building lot size depends largely on the probability of final land transactions. Since construction capital in Korea often has greater purchasing power than other market actors, it plays a key role in shaping lot-size distributions in newly developed land markets.

This insight can be used as guidance for subdivision control in urban design processes. If a strong inflow of construction capital is expected, it may be more appropriate to impose limits on the distribution of building lot size within the 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 land use planning practice in the United States for decades, and a large number of approaches have been developed over time.

Alongside demands for greater effectiveness in growth management, a shift has recently taken place in the field. The latest and highly visible trend is the movement known as smart growth.

Smart growth may be understood as the US approach to sustainable city and regional planning. The term emerged in the 1990s and is grounded in public participation and the rediscovery of small-scale urban development.

Like sustainable development more generally, smart growth is based on the principles of:

- economy
- environment
- social equity.

Other definitions of smart growth emphasise the “three Ds”:

- diversity
- density
- design.

These elements point to a different model of urban development, moving beyond the traditional focus on controlling the quantity of growth through tools such as:

- growth caps
- staging
- urban growth boundaries.

This poster presents the results of an evaluation of growth management practice in the San Francisco Bay Area, with particular attention to smart growth.

The first section introduces US land use and growth management traditions as well as the principles underlying smart growth. Because of the many social and political traditions in the US that promote growth and sprawl, smart growth has attracted criticism concerning:

- its effectiveness
- its imprecision
- and, interestingly, its misuse for non-sustainable urban developments.

The second section outlines a research framework developed by the author. This framework is derived from planning theory and is intended to explore the influence of different theoretical paradigms and their relationship to planning practice.

Accordingly, the poster examines both the theoretical and empirical dimensions of smart growth.

The third section presents different growth management strategies and activities through the lens of this research framework. Smart growth is evaluated from the perspective of planning practice.

In the San Francisco Bay Area, attempts to manage urban growth began relatively early, and a broad range of growth management tools continues to be applied. This section presents the results of in-depth case studies focusing on smart-growth examples of land use development.

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## THE GUERRERO QUARTER AND ITS RELATION WITH URBAN DEVELOPMENT OF MEXICO CITY

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At the end of the nineteenth century, Mexico City began to expand beyond its ancient limits, which had remained only slightly larger than the surface of Tenochtitlan. The

Guerrero quarter was the fourth settlement founded during the first expansion of the old city.

Since then, the area has accommodated the central railway station and maintenance yard, and during the first third of the twentieth century it also received the foreign bus station. The area also incorporated services such as public baths, hotels, restaurants, barbershops and cinemas.

The building stock is varied, and it is still possible today to see modern buildings standing beside nineteenth- and early twentieth-century structures.

The study area forms part of the historic centre: 34% of its surface lies within Perimeter A and 25% within Perimeter B, meaning that 59% of the total surface of the Guerrero quarter falls within the historic centre of Mexico City.

In the southern part, in front of the Alameda Park and the Palace of Fine Arts, inside the B historic perimeter, there are several cultural and heritage facilities that are not widely recognised by the public as part of the city's cultural heritage.

Furthermore, a new fast rail line connecting the metropolitan area is planned on the site of the old railway station yard, and next to it a new building called the "mega library", perhaps one of the most important buildings constructed under the current president.

The paper seeks to show how the Guerrero quarter has played, and continues to play, an important role in the development of Mexico City.

#### Approach and methodology

The study uses both quantitative and qualitative approaches to examine urban development and to understand the views of residents and academic researchers about the study area.

#### Relevance of the work

The paper aims to offer a new perspective for understanding the role of the earliest quarters established during the growth of Mexico City.

#### Key data sources / keywords

Urban planning; central city; popular quarters; historic centre.

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Not provided in the original text.

## 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. Housebuilders now face an increasingly strict regulatory environment, particularly because of the growing influence of the sustainable development agenda, of which the well-known 60% brownfield housing target is a key example.

The UK speculative housebuilding industry has traditionally grown and prospered through the conversion of greenfield land into mass-produced, standardised housing estates.

The government's commitment to restricting housing development primarily to brownfield sites presents a major challenge to the existing skills base of many speculative housebuilders.

Although the industry has in recent years demonstrated a degree of commitment to sustainable development — through increasing the proportion of dwellings built on

previously developed land and improving density and energy efficiency — concerns remain over whether housebuilders have developed the core competences needed for a sustained long-term commitment to brownfield development.

In response to these concerns, this paper identifies the principal institutional barriers to brownfield housing development in the UK and offers recommendations for its more effective reuse.

The paper draws on findings from a number of detailed semi-structured interviews conducted by the author with selected UK housebuilders in both Scottish and English contexts. These interviews aim to improve understanding of the attitudes, behaviours and corporate strategies of some of the UK's largest housebuilders in relation to brownfield development requirements.

The paper is structured in three parts:

1. an overview of the structure and workings of the UK housebuilding industry, the brownfield development requirement, and the challenges it creates for both housebuilders and planning
2. an evaluation of selected housebuilders' approaches to brownfield development
3. conclusions and recommendations on how brownfield land can be better used as a housing resource by both the housebuilding industry and the planning system.

Through this, the paper provides a timely evaluation of the behaviour of one of planning's largest and most litigious client groups. It also explores the idea of institutional capacity as a central element of governance, approaching it through an innovative analysis of the private sector's adaptive capacity in response to public policy change.

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This paper is drawn from an approved dissertation in its 18th month.

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#### **BUILDING CYBERINFRASTRUCTURE FOR PROGRESSIVE REGIONALISM: EMERGENT THEORIES, TOOLS AND STRATEGIES FOR ACTIVIST INTELLECTUALS**

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Planning has always had strong spatial and infrastructural dimensions. Today there are compelling arguments for rethinking space and infrastructure from new regionalist perspectives, particularly those that identify city-regions as appropriate units of analysis for challenges such as jobs–housing balance, watershed management and transportation.

At the same time, however, there is growing evidence of “splintering urbanism” and serious obstacles to regional integration in a world shaped by increasingly uneven global flows of people, materials, energy and knowledge.

This raises a number of questions:

- What remains of the modernist ambition of “comprehensive regional planning”?
- What can progressive regionalism offer today?
- What advantages might emerge from recent developments in cyberinfrastructure?

Cyberinfrastructure is presented here as being as vital to the common good today as railways, roads and energy grids were during the industrial revolution.

This paper identifies constraints and opportunities in the development of research-driven cyberinfrastructure for progressive regionalism.

The paper is based largely 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 broader Global Planning Grid initiative, which seeks to federate information and communication technology resources across selected city-regions around the world.

Initial efforts focus on sustainability science and environmental justice.

If accepted, the author proposes a roundtable in the Technology and Planning Track focused on this GP-Grid initiative.

The main objective of the paper — drawing on six years of experience leading the RWBC together with colleagues at UC San Diego — is to offer a set of useful criteria for the establishment, institutionalisation and evaluation of cyberinfrastructure projects in the context of globally minded progressive regionalism.

The abstract was developed in collaboration with two colleagues, David Pellow and Richard Marciano, who have also submitted related abstracts. The authors request to be placed on a panel together, and indicate that they intend to involve co-authors from other regions of the world. Funding is available to support participation.

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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 coexisted with traditional agricultural villages interwoven into the city. Many of these villages are themselves between five hundred and one thousand years old.

Even in earlier periods, these villages were already densely settled, commonly with more than 10,000 inhabitants per km<sup>2</sup>, and populations ranging from three to ten thousand people.

Their spatial structures were compact, with defensive “bamboo walls”, branched road systems, and central communal facilities. Each village typically included:

- a communal house dedicated to local saints
- a pagoda
- public amenities such as ponds, wells and markets
- distinctive family structures, regulations, gender roles and occupational rules.

These villages historically served the urban life of the imperial city through traditional handicraft production.

Following the economic reforms of 1986, Hanoi experienced rapid urbanization, reflected in substantial population growth within the city. It is estimated that by 2020 around 48 villages with 300,000 inhabitants will have become urban residents, occupying about one fifth of the total area of Hanoi.

Urbanized villages are undergoing dramatic social transformation. Population densities have increased to 150–250 inhabitants per hectare because of both internal growth and migration from other provinces. Millions of square metres of housing built over the last fifteen years are concentrated in these areas.

At the same time there has been an obvious transformation of lifestyles and a growing interaction between traditional and modern social relations. This has become one of the emerging issues facing Hanoi.

The paper argues that this issue is present not only in central areas such as the Old Quarter, but across the city as a whole, contributing to a pattern of disordered and uncontrolled urban development.

The research surveys a large number of villages in three types of areas:

- already urbanized
- currently being urbanized
- soon to be urbanized according to planning.

The experience of urbanized villages is treated as a lesson for other villages likely to undergo similar processes.

The research finds that the crucial issue is the inhomogeneous transformation of the physical and non-physical components of urbanized villages.

Key conflicts include:

- the speed of urbanization
- reclamation of agricultural land
- transformation of lifestyles and occupations
- immigration and infrastructure upgrading
- provision of public services
- transformation from agricultural settlement structure to urban settlement structure
- balancing new development with preservation of culture, landscape and history
- integration into a broader ecological urban system.

The proposed solution is a comprehensive adaptation of village structures while limiting inhomogeneous transformation. The proposal also takes into account social and occupational change and corresponding lifestyles within the context of urban settlement. The model proposed is “community neighbourhoods bounded by open spaces.”

The outputs of this research are intended to contribute to the sustainable development of Hanoi by improving control over informal urban development and providing clearer guidance for new urban expansion.

References

Will be provided later.

## THE EVALUATION OF THE MUNICIPAL MASTER PLAN OF LISBON

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The literature on planning evaluation suggests both a professional and a theoretical gap with regard to methodologies for ongoing plan assessment.

The central theme of this paper is the proposal of an ongoing evaluation methodology for municipal master plans that includes an important component of urban form analysis and that can effectively contribute to improving the quality of the built environment.

The paper presents the use of this methodology in the evaluation of the Lisbon Municipal Master Plan (PDM) of 1994. Preparation of this plan began in 1990 following the election of a new municipal executive. Although its review began in 2001, the 1994 plan remains in force.

A general evaluation framework was designed according to the planning concept adopted by the Lisbon PDM. A set of evaluation questions corresponding to specific criteria was established for the appraisal.

To analyse the rationality of plan-making, the authors sought to assess whether:

- the plan offered an adequate interpretation of the planning system within which it operated
- its proposals were relevant to the needs and ambitions of the city
- its various parts had a logical internal organisation
- the plan was coherent with the strategic plan and the regional plan prepared at the beginning of the 1990s
- there was effective public participation in the plan preparation process.

With regard to conformance, it was important to assess the extent to which the initial objectives had been achieved and the principal physical proposals implemented, and whether this occurred at a reasonable cost. The study also considered whether the plan played a proactive role in the development of Lisbon during the transition to the twenty-first century.

Regarding performance, the authors sought to understand how local politicians used the plan over the previous ten years, and whether the document promoted communicative action and interactive planning practice.

The key data sources used to answer these questions were:

- the Lisbon master plan

- plans produced at other planning levels
- the Portuguese planning system
- two major Portuguese newspapers
- ten interviews with key actors involved in city planning
- a sample of planning applications taken from four parishes with different aspirations, as stated in the strategic plan
- cartographic material
- 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), which has had a lasting influence on the literature on planning evaluation.

The paper also engages with debates on the concept of conformance (Baer, 1997; Talen, 1997), as well as research into criteria for distinguishing good from bad planning (Alexander, 2002) and criteria for evaluating 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 at El Colegio de México. The project included a multidimensional urban analysis of two avenues — Insurgentes and Ermita Iztapalapa — considered by the Mexico City government to be priorities for the implementation of a Bus Rapid Transit (BRT) system, which began operating in July 2005. The study provided the Mexico City government with information on certain social and urban processes occurring along these two strategic avenues in order to improve urban management.

This paper focuses on two aspects:

1. the urban change processes identified in the city that may generate positive synergies with the insertion of BRT
2. the characteristics of local management that may enhance or restrain these synergies.

The paper addresses the following questions:

- What urban policy frames the implementation of BRT?
- What dynamics and processes of territorial change prevail in the analysed areas?

- How can BRT connect with these processes?
- What concrete actions is the local government carrying out in these areas?
- Who are the relevant social actors and how do they participate?
- Which planning and management tools could enhance the sustainability of the project?

To answer these questions, the paper:

1. analyses current urban policy and its implementation strategies
2. evaluates the city government's actions in relation to two major urban processes most relevant to the project:
  - population increase in peripheral areas
  - population decrease in central areas.

Among the actions discussed are:

- the construction of new high-density housing in the central city
- the creation of tourist corridors (such as Corredor Reforma)
- the process of recovering the Centro Histórico.

The sources used for this work include:

- the 2000 Mexican Population and Housing Census
- the legal and institutional framework related to urban matters, particularly current urban development programmes and tax instruments
- databases containing construction licences and permits in Mexico City for the last five years
- interviews with local government authorities at different levels, as well as representatives of the real estate sector and civil society.

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## ABATING TAXES, ABETTING SPRAWL

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Economic development incentive programmes are inherently spatial, in that they provide benefits to firms that invest and locate jobs within a specific jurisdiction, such as a state or municipality.

This paper examines the spatial impacts of one economic development incentive programme that has been widely used by 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 reduce taxes on investments in real and personal property within 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 used by more than 30% of Michigan's local governments to attract over \$50 billion in industrial investment and to attract or retain more than one million jobs.

Not surprisingly, the automobile industry has been a major beneficiary, accounting for:

- 54% of the investment receiving abatements
- 37% of new and retained jobs.

The geographic distribution of abatement activity is highly uneven. Nearly 80% of Michigan local governments have granted either no abatements or only one. By contrast, the top 30 municipalities in terms of abatements granted account for just over two-fifths of all abatements. Grand Rapids alone granted more than 500 abatements between 1982 and 2002.

The data also suggest that the programme has been widely used to encourage industrial development on the urban fringe. Half of the municipalities that granted the most abatements are located on the edges of the state's largest urban areas.

Even more significantly, 80% of qualifying investment in real property has occurred in peripheral suburban communities. In central cities, most abatements have supported investments in new equipment and personal property rather than real estate.

While overall statistics suggest that PA 198 has been effective as an economic development tool, closer analysis indicates that the lack of spatial targeting has primarily benefited firms in suburban growth areas.

PA 198 appears effective in encouraging investment where it likely would have occurred even without incentives, but much less effective in stemming industrial disinvestment and job losses in older communities.

The Michigan case suggests that incentive programmes more carefully targeted toward distressed communities may better serve the public interest.

Granting financial incentives to encourage firms to do what they would have done anyway should not be considered genuine economic development. In contrast, granting incentives that help offset the higher costs of inner-city redevelopment may represent 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 one of the enduring instruments of Dutch national spatial planning policy.

Since the late 1980s, initiatives under this label have been used by the national government to directly foster strategic projects at the local planning level. The third — and so far last — generation of this policy focuses entirely on the six new stations and station areas surrounding future high-speed train (HST) stops in the Netherlands.

The expansion of the European high-speed rail network since the early 1980s has provided a major incentive for a new wave of railway station redevelopment across Europe.

Since the mid-1990s, major Dutch cities have begun decision-making processes for new, integrated station development plans. Although these plans have been highly ambitious, implementation has been slow and problematic. When the first true high-speed train line to Brussels and Paris opens in 2007, none of the ambitious station projects will be completed.

This paper first situates the Dutch Key Project policy within three broader discourses:

1. an urban planning discourse emphasising the potential of high-speed train stations for strategic spatial, economic and cultural revitalisation
2. a public management discourse viewing the policy as an attempt to improve spatial policy performance in a fragmented governance setting through direct national intervention in local projects
3. a critical discourse focusing on failures in decision-making and economic performance.

The central theme of the paper is how to evaluate these six projects according to different criteria and how to identify opportunities to improve their spatial and democratic performance.

This work is relevant for both planning practice and scholarship because these projects are highly significant for their respective cities in terms of scale and public image, yet their spatial, economic and democratic performance has often been disappointing.

The Key Project policy itself is particularly interesting as an attempt to introduce a more developmental mode of planning into the Dutch planning system, which is better known for its strategic national doctrines at an abstract level.

The paper can also serve as a basis for comparison with other European HST or strategic development projects.

Key data sources include interviews with responsible planners in the six projects and both quantitative and qualitative documentary research.

Since the beginning of the first Key Project policy, the authors have analysed the results of these projects through supervised academic theses, 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 addresses planning issues related to agriculture in the intermediate zone between rural and urban areas. In regional science, such areas are often described in relational terms such as periurban, suburban or rurban.

The main focus of the article is agriculture at the urban fringe of Vienna, Austria's capital, and in the rural areas east and southeast of the city, within the Province of Lower Austria.

Research in the Vienna region included:

- a survey of farmers concerning their assessment of working conditions
- a visitor survey in an agricultural area heavily used for recreation
- analysis of spatially relevant legislative and policy documents with regard to their effects on agriculture and the preservation of open space
- data on spatial development and agricultural structure in the study areas.

In periurban areas, agriculture faces specific challenges. Like rural agriculture more generally, periurban agriculture is undergoing structural change characteristic of agriculture in service-based societies.

What distinguishes periurban from rural agriculture is the strong pressure on land use, driven by demand for:

- housing
- commercial development
- recreation
- large-scale leisure facilities.

In addition, farmers in periurban areas occupy a different position in terms of public recognition, cultural influence and political representation.

Planning authorities also face difficult challenges in these rurban areas, where multiple demands on mainly agricultural land must be coordinated. The primary task of spatial planning in such contexts is the preservation of open space.

Public authorities and planners often claim to preserve land for agriculture, while in reality their main objective is often to preserve open space for multiple functions.

Farmers, by contrast, regard their land primarily as private property that can be used not only for food and other natural resource production but also for generating real estate profit.

Spatial planning instruments intended to preserve agricultural open space have often failed to achieve expected results. High-quality arable land and valuable open space continue to be developed, and agriculture is often unable to meet public expectations concerning environmentally friendly production and recreational functions.

A common response from planning authorities is to elaborate new plans. However, the research indicates that too much and overly detailed planning may produce adverse outcomes.

The paper argues that, in addition to spatial planning, there is a need to increase the value and appreciation of periurban agriculture through diversification of production. This can be achieved through bottom-up approaches supported by regional development processes.

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#### MIXED LAND-USE — A CASE STUDY OF NEW DELHI

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This research study, carried out in the year 2000, examines 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 within residential fabric.

The study also examines the social, economic and environmental aspects of commercial activities located in residential premises as compared to those in formal shopping centres designed and constructed by the Delhi Development Authority (DDA).

The results highlight the fact that commercial ingress into residential premises is the culmination of complementary processes occurring simultaneously.

In mixed land-use areas, the relative economics of alternative land uses for a single site are very important. Since residential and commercial uses do not share the same economic base, the economic advantage enjoyed by commercial uses often results in an area becoming predominantly commercial.

The phenomenon of commercial ingress is also related to the physical pattern of residential areas. The intensity and character of commercial activities vary according to:

- cluster, community and sector level
- road hierarchy
- socio-income characteristics of residential areas
- plot typologies.

The findings suggest that mixed land use should be considered selectively, taking into account market forces and socio-economic needs, and should be subject to regulations depending on the 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 multiple living spaces, “home” carries a very particular meaning. It usually refers to the place where one was born and raised, where relatives live, and where ancestors are buried.

While “home” evokes strong emotional attachment, it is often also a place of long-term decline in rural South Africa — an area to which millions of Africans were deliberately relegated by apartheid, and where deep poverty, unemployment and dependence on social transfers and remittances are widespread.

This place stands in direct contrast to “town”, a complex cosmopolitan space often viewed with hostility and distrust, where, in stereotypical terms, young people lose their culture and innocence and become slaves to global tastes and Western materialism.

Faced with the massive inequalities inherited from apartheid and the urgent need to address high unemployment, particularly among the country’s growing youth population, the ANC government — in line with a developmental state model — has sought to bring greater purpose, rationality and synergy to state spending.

Beginning in 1998, this process led to the adoption by Cabinet of the controversial National Spatial Development Perspective (NSDP).

Unlike more traditional national planning instruments, the NSDP does not seek to achieve “place equity.” Instead, it aims to maximise the economic return on government investment, increase the participation of previously excluded groups in the economy, and improve the skills of the “unemployable.”

It therefore has a distinct focus on “people, not places,” a slogan reflected in a set of normative principles to guide public investment decisions.

These principles essentially call for:

- the concentration of infrastructure investment in places with demonstrated economic development potential
- social spending in places with limited economic development potential — places many people still call “home.”

It is this apparently “pro-town” / “anti-home” position that has generated fierce opposition from those who strongly believe in the economic potential of “home.”

Although the NSDP and the South African situation are unique in many respects, the debates underlying the chosen response are not. Questions such as “going with growth” versus attempting to spread it, and investing in human capacity versus physical infrastructure, are also central to planning debates in Europe and in countries such as Germany.

This paper contributes to these broader but difficult questions of national and supranational spatial development planning through a detailed discussion of the South African case.

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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 has traditionally been based on the paradigm of permanent growth. “Development” has long been equated with increases in population and economic output.

As a result, spatial planning has continuously sought to localise and manage growing anthropogenic demands on space, sometimes even contributing to such growth, while at best trying to balance or redistribute these demands according to the goal of equal living conditions.

This growth-oriented logic is reflected, for example, in:

- unrealistic population projections
- excessive reserves of building land
- overcapacity in infrastructure
- an underestimation of spatial planning’s role in restraining or even prohibiting certain developments.

Furthermore, stagnation and negative growth — though evident for decades — have generally been acknowledged in spatial planning only insofar as they might be transformed back into growth processes.

Recent social and economic developments in German-speaking Europe imply the need for a paradigm shift in spatial planning.

The reasons include:

- population decline
- tighter public finances
- dwindling resources
- saturation limits.

In the future, spatial planning must acknowledge not only growth but also negative growth and the need for an “organized retreat” as legitimate planning tasks.

The author presents a current research project which, based on examples from regional and municipal spatial planning, examines:

- how strongly the growth paradigm still shapes the self-conception of spatial planning
- how strongly the general principle of growth diverges from actual trends and what negative consequences this has for spatial structure

- what new possibilities exist for evaluating stagnation and negative growth within spatial planning.

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## CONNECTING SPATIAL PLANNING INNOVATION AND EVALUATION: ANALYSING CURRENT EXPERIENCES IN GERMANY

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Improvements in planning procedures and in the implementation of planning goals are central challenges in spatial planning.

Over the past few years, links between spatial development and evaluation activities have become increasingly visible as a means of supporting innovation in planning practice (World Bank, 2004).

This paper analyses successful ways of innovating spatial planning through the use of evaluation results in Germany. The main questions addressed are how to manage learning processes and ensure quality management.

Methodological flexibility must be guaranteed in order to ensure practical applicability across different evaluation topics.

The findings are based on results of workshops conducted within the German Evaluation Society (Rolfes/Weith, 2005) and an ongoing survey of evaluation activities carried out by the author.

Evaluation activities for public policy can be traced back to the 1930s in general. However, evaluation of spatial planning activities is still far from being taken for granted, even in Europe and North America (Leeuw, 2004; Mertens, 2004).

Since the 1990s, debates on new planning modes and good governance have led to renewed interest in evaluation practice and research.

After five years of activity in a specific working group on spatial development within the German Evaluation Society (DEGEVAL), several tendencies in evaluation practice can be identified.

Most innovative initiatives can be found in:

- regional economic policy
- urban planning activities
- programmes funded through EU or federal subsidies.

In addition, evaluation results are increasingly included in assessments of:

- public regional management
- environmental planning.

Current changes in evaluation practice are generating stronger links to innovation in regional development processes. More and more ex-ante and ongoing evaluations are being used to accompany planning processes.

Integrated urban development initiatives use evaluation to improve the management of change processes.

In regional management, for example in the federal state of Mecklenburg-Western Pomerania, actor-based self-evaluation models are being used to support regional learning.

To reflect heterogeneous evaluation contexts, a mixture of qualitative and quantitative methods is being applied, often integrating indicator systems as a basis for valuation. However, these innovations also produce negative side effects. The procedural changes are accompanied by problems in ensuring methodological standards and securing adequate financial and human resources.

A major scientific problem is the lack of complex impact models capable of representing causal chains on regional and local scales.

The drafted results are currently being refined through a survey on the use and consequences of evaluation studies in German planning practice. Results are expected from spring onward.

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## THE SPATIAL DISTRIBUTION OF FOREIGN INVESTMENT IN CHINESE METROPOLISES

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The transnational flow of capital is one of the most remarkable features of globalization, and metropolises are the main spatial nodes of this flow.

Almost all metropolitan areas attempt to attract limited global investment through various strategies, and these efforts affect not only their rate and quality of development but also their urban functions and spatial structure.

Against the background of China's globalization, this paper examines the internal spatial distribution of foreign investment in nine typical Chinese metropolises:

- Beijing
- Shanghai
- Guangzhou
- Shenzhen
- Tianjin
- Wuhan
- Shenyang
- Nanjing
- Chongqing.

The basic data consist of Chinese-foreign joint enterprises that entered production between 1991 and 2000. Research samples were obtained through random sampling by industry.

The Grid System Model is used to establish the relationship between investment amount and urban space:

$$z = f [x, y]$$

where  $z$  is the amount of foreign investment and  $[x, y]$  are the coordinates of the basic urban spatial unit.

Using this model, the spatial distribution of foreign investment in each city is simulated in both two- and three-dimensional form. The model data also make it possible to derive graphs showing the density of foreign investment as a function of distance from the city centre.

The paper analyses both the static spatial characteristics and the dynamic spatial evolution of foreign investment and its related factors in each metropolis.

It also compares the spatial similarities and differences of foreign investment by:

- industry
- scale
- origin.

The findings indicate that industrial type is the dominant factor determining the spatial distribution of foreign investment.

Using a typological methodology, the study systematically classifies and explains the patterns identified in the nine cases. It shows that metropolises at different stages of development exhibit different spatial characteristics in the distribution of foreign investment.

In China, as a rapidly developing country experiencing globalization and industrialization simultaneously, foreign investment has deeply reshaped metropolitan development.

Manufacturing investment in suburban areas contributes to the directional expansion of urban space, while service-sector foreign investment concentrated in inner cities alters urban function and image and promotes centralization.

On the basis of this research, the paper proposes the concept of IOP (Industry-Oriented Policy) in investment-attraction policy. This concept suggests that foreign investment in manufacturing is primarily attracted by production conditions, while foreign investment in services is attracted by the characteristics of the service market itself.

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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 strongly advocate compact, diverse and walkable physical environments associated with traditional development, seeing them as a strategy for building healthier and more sustainable communities (Calthorpe, 1993; Duany et al., 2000).

Many local governments have begun experimenting with traditional-type development by adopting policies or zoning ordinances that encourage or require places with a traditional ambience.

So far, however, academic debate and policy-making have not benefited sufficiently from systematic analyses of residents' actual experiences in different types of physical environments.

This paper uses data from the 2002 American Housing Survey (AHS) and draws on research in residential satisfaction (Aragones et al., 2001; Brower, 1996; Galster and Hesser, 1981) to investigate the effects of neighborhood physical characteristics on neighborhood satisfaction.

The study seeks to answer the following questions:

1. Do residents tend to report 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 different demographic and socioeconomic backgrounds differ in their response to various aspects of physical form?

The paper uses information from the 2002 AHS metropolitan files to construct measures of:

- housing density
- land use mix
- housing mix

at the neighborhood block level.

Neighborhood satisfaction is measured using the neighborhood assessment variable included in the AHS.

Separate and pooled OLS regression models are estimated for 13 metropolitan statistical areas surveyed in the 2002 AHS in order to examine the independent contribution of physical form characteristics to neighborhood satisfaction.

Stratified regression models are also estimated to investigate possible interactions between the physical environment and household characteristics.

The findings show that while residents generally respond negatively to increases in density, they appear to value physical diversity under certain conditions and generally appreciate good access to services and amenities.

Some household groups are more responsive than others. For certain groups, the benefits of good accessibility may outweigh the negative impacts of higher density.

However, neighborhood design characteristics matter little if other issues such as housing quality and neighborhood safety are not adequately addressed.

The paper concludes that planners need to keep social needs in mind when designing and developing compact and mixed communities.

*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 both pace and scale. It is unquestionably one of the major achievements 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, this figure had grown to almost three million people, representing about 45 per cent of the total population.

Population has been successfully decentralized to the new towns because of the high demand for public housing. As a result, new towns have a high proportion of residents living in public housing, and they have often become working-class communities with a high percentage of the labour force engaged in production work and a low percentage in professional and managerial occupations.

Because of the lack of an effective employment decentralization policy, new town development has created an increasing mismatch between the location of employment and places of residence. A high proportion of residents 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 urban core.

Thus, while new towns provide low-income families with low-rent public housing in a relatively good living environment, they also increase the time and costs of travel to work for these households.

Although the concept of self-containment is attractive in theory, and difficult to accomplish fully in practice, a certain degree of employment self-containment is needed in the new towns in order to reduce commuting and improve the quality of life of residents — especially low-income households living in public housing, who often spend a large proportion of their income on transport.

To increase the attractiveness of new towns, the government may need to take a more active role in decentralizing employment to them.

Moreover, because complete self-containment in employment is difficult to achieve, the transport network between the new towns and the main urban areas must also be improved in order to facilitate the daily work trips generated by rapidly growing new town populations.

The paper argues that the future success of new town development in Hong Kong will depend heavily on two interrelated factors:

- the quality of the transportation network linking new towns to the main urban areas
- the provision of jobs within the new towns themselves.

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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 forms of heritage reflecting continuity in human social life.

Cities, which in their entirety encompass important parts of material cultural heritage, also contain in the spatial structures underlying their physical form intangible modes of cultural heritage that are deeply involved in everyday life.

Depending on the way they are configured, urban spatial systems form patterns of movement, encounter and co-presence that both reflect and affect fundamental cultural aspects of urban life.

Urban spatial configurations are generated and evolve throughout the history of cities. They bear traces of the past, but they reflect living culture rather than an ossified image of it.

This paper investigates the evolution of urban spatial systems in a series of Swedish and Iranian cities that 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 older places in these cities.

Space Syntax theory and methodology are applied to analyse the spatial structure of the cities during different historical periods.

The analytical process in Space Syntax seeks to explore the complex organic relationship between urban societies and their spatial existence. This process can be described as a movement from observable features of the built form of cities to the abstract spatial structure underlying those physical forms, and then back to the observable world through representation and modelling of spatial patterns, description of their properties by quantifiable measures, and 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 — is explained in terms of the 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 open the way toward conceptualising urban spatial configuration as an intangible cultural heritage. They also provide measures for assessing urban design projects that seek to counteract decline and enhance the vitality of historic urban areas.

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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 capacities of cities are increasingly being harnessed for productive purposes, creating new kinds of competitive advantage with major effects on employment and income (Scott, 2004).

Indeed, the cultural economy has become a major source of growth and employment in many countries and cities around the world, and its potential to support the regeneration of deprived and stagnating areas has been widely explored by both academics and policy makers.

Debate around the potential of the cultural sector has gained further momentum in policy circles, particularly following the work of Richard Florida on the rise of the creative class and its role in shaping economic and urban development (Florida, 2002).

The characteristics of local production milieus, and their ability to attract and retain the human and other resources needed for self-sustaining growth, have become central to policies aimed at developing creative clusters and strengthening the competitive positioning of cities within the global economy.

The role of migrant entrepreneurs in this sector has been touched on in the literature on the creative class and the need for cities and nations to attract and retain talented workers if they are to maintain or enhance their competitive position (Florida, 2005).

While policy makers have been highly receptive to the message of removing obstacles to the full realisation of creative potential, in practice the opportunities and constraints on both the supply and demand sides remain insufficiently explored.

This paper develops a theoretical framework for a comparative analysis of migrant entrepreneurship in the cultural industries, focusing on the resources and opportunities shaping trajectories of social mobility.

It does so by examining:

- activities within the cultural industries
- the commodification of culture (Pratt, 1997; Leyshon, 2001)
- the ways in which these processes interact with diversity.

The analysis follows two tracks:

1. exploring the opportunities and barriers to entry and expansion within cultural industry networks
2. analysing the resources required in terms of human, financial, social and cultural capital, thus allowing the mapping of relevant thresholds.

This framework will guide case study analysis of migrants' social mobility in the cultural industries in London and Amsterdam.

Finally, the paper reviews policies and funding programmes to assess how effectively they support progression routes for migrant entrepreneurs and address the current diversity gap in employment.

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## DESIGN CODES: THEIR USE AND POTENTIAL

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Design codes are not new, but in recent years they have increasingly been identified — in both urban design literature and planning practice — as tools that might help deliver better-quality development more efficiently and in a more inclusive manner, while better integrating the contributions of key stakeholders.

This paper reports on a research project that has sought to establish what is already known about design codes, so that lessons from existing experience can inform their future development.

The paper draws on:

- an extensive literature review
- a survey of existing practice in England
- five case studies of design codes used to deliver development on the ground.

Based on the findings, the paper argues that although design codes appear particularly well suited to delivering benefits related to design quality, certainty and integration, they are only one of several possible means of achieving these goals.

Furthermore, they may not always be the quickest, most inclusive, or most resource-efficient method for doing so.

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## DESIGNING FOR DISTINCTION: URBAN DESIGN STRATEGIES AND DISTINCTIVENESS

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This research concerns the unique fingerprints of places — their character, continuity, and the qualities that make them special.

The concept of distinction is used in two ways:

1. what makes places distinct from one another
2. what makes a particular place special.

The aim is to identify ways in which urban design strategies can promote the distinctive and special qualities of places.

The research comprises four components:

### 1. Concepts and scales

The meaning and understanding of distinctiveness are examined, including the qualities and characteristics that make a place special, as well as the spatial scales at which distinctiveness can be found and promoted.

### 2. Perceptions

This stage focuses on understanding the different approaches to and perceptions of distinctiveness held by planning authorities and the private sector, and on identifying innovative ideas for developing the study's aims in practice. It includes an analysis of individual perceptions based on questionnaire results.

### 3. Strategies

Cases in which distinctiveness is an explicit element in the process of urban design guidance are analysed.

### 4. 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 four components are then discussed in order to examine conceptual dilemmas surrounding the nature of distinctiveness in urban places, and the role of urban design, urban management, and practitioners in promoting distinctiveness in policy making at different spatial scales.

The conclusions are synthesised into a general analytical framework that can help practitioners systematically identify the unique character or potential of a place.

This framework is then developed into a methodology that can be used to appraise distinctiveness and distinction at different spatial scales, both locally and globally.

Finally, the paper reflects on whether the international planning community is capable of responding to this challenge in practice.

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## CULTURES AND RESOURCES IN NEW ORLEANS FOLLOWING HURRICANE KATRINA

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Hurricane Katrina has been described as “the greatest cultural disaster in US history.” Five months later, the effects of the storms remain visible across Mississippi and Louisiana, and the disaster is still ongoing.

The reconstruction of New Orleans following Hurricanes Katrina and Rita has become a battleground of competing ideologies, interests and expectations, unfolding in a setting marked by chaos, poverty, incompetence and corruption.

The most critical issue concerns the fate of the residents themselves, particularly those living in the “black crescent” — the African American communities in the 9th Ward and adjacent neighbourhoods.

A stated goal of some in government is to alter the racial and economic character of the city by effectively purging it of its poorest inhabitants.

Closely linked to this is the fate of the built fabric of homes, institutions and neighbourhoods. Many of these neighbourhoods are designated historic districts, and much of the physical record of the history of freed Blacks in New Orleans lay under water for weeks and remains in ruins.

The author is involved with a coalition of several US universities, neighbourhood groups, NGOs and government agencies working in New Orleans. This coalition is undertaking both courses related to reconstruction and on-site service projects involving students, faculty and community members.

The subject matter of the courses ranges widely:

- environmental planning
- architecture and urban design
- disaster response
- affordable housing.

Fieldwork to date has focused on demolition assessments and the gutting of homes damaged by mould-covered plaster and furnishings, but will also include rehabilitation work in the coming months.

The paper examines both classroom and field efforts through several lenses:

1. their effectiveness — or potential — in returning residents to healthy neighbourhoods
2. their relationship to local planning debates
3. their impact on the education of undergraduate and graduate planning and historic preservation students
4. their place within the broader context of the fate of historic sites in areas of cultural exchange and conflict.

The author notes striking similarities between what is happening in New Orleans and what occurred in Mostar, Bosnia-Herzegovina. Comparable US examples are few, perhaps limited to the 1906 San Francisco earthquake and the 1900 Galveston hurricane. The example of Galveston is not encouraging, since that city never fully recovered and remains a shadow of its former self.

The story of New Orleans will continue to unfold over many years, but early responses have already been profoundly instructive, both for what they reveal about the strengths and the failures of planning and politics in America.

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#### TURIN TOWARDS A RENEWAL OF ITS IDENTITY: FROM “INDUSTRIAL CITY” TO “CULTURAL CITY”

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Globalization processes have brought with them increasing competitiveness between cities and territories.

The city of Turin, together with many other European cities, is passing through a complex period of transition and has had to develop strategies and projects for renewing its image in relation to new conditions.

Three main driving images are guiding this renewal:

- European metropolis
- Creative city
- Quality of life

The industrialization process that took place in Italy during the 1960s established Turin as the country’s major “one-company town”, the most emblematic example of the interdependence between capitalism and territory. The city is still widely regarded as the Italian capital of industry and of FIAT.

With the crisis of the Fordist model and the consequent crisis of industrial production, the city began to move toward a change in its image, rediscovering material and cultural resources inherited from the past and attempting to use them in support of these new driving images.

The poster seeks to present the evolution of the city of Turin, describing how over recent years the city has tried to abandon its former Fordist character and move toward a new identity.

Particular attention is given to the importance of a strategic and coherent urban renewal of dismissed industrial areas located in the inner city, and to the way this has contributed to the reshaping of the urban structure and enabled significant interventions in strategic areas.

A path composed of texts and graphic materials leads through this process of transformation, analysing its main stages:

- the General Regulator Plan of 1985
- the First Strategic Plan of the 1990s
- the Transformation Programme for the 2006 Winter Olympics
- the Second Strategic Plan, still under construction.

The paper shows how all the documents produced to guide and control the transformation of the city's identity are strongly connected to one another, and also to the renewal of the brownfield sites within the city. Without this deep interdependence, the intended goals could not have been pursued.

The dynamism of transformation in Turin over the last ten years demonstrates that the city strongly believes in the possibility of creating a new identity.

Although the old industrial city is clearly declining, the precise characteristics of the new city are not yet entirely evident, and a full assessment of the transformation process will only be possible in the future.

Nevertheless, the deep connection between the renewal of post-industrial areas and the city's strategies for shaping a new image more consistent with contemporary conditions represents a very interesting attempt to use the past to create a new future — a continuous line aiming to guide the city into the globalization era while avoiding traumatic ruptures.

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The poster presents a synthesis of the work produced by the author, in collaboration with Professor Agata Spaziante (Politecnico di Torino – DITER), for the project Interreg E-motion, Unit 7, Module 6.

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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 a case study.

Central areas are understood as fully consolidated areas with at least 50 years of existence; they also hold a dominant position in the symbolic and economic hierarchy of

the city-region. In short, they are the oldest and most complex places within the urban system.

Despite formal regulations, transformations in central districts are mainly generated by the expansion of economic activities — often informal — and by the different ways in which these activities “share” or negotiate urban space with housing and other uses.

Such processes emerge from simultaneous decisions made by different stakeholders pursuing their own private interests. They are spontaneous and self-organized rather than institutionally planned. Indeed, they often come into conflict with the spatial and institutional arrangements that structure these areas.

The paper discusses four aspects as key elements in explaining the nature and direction of self-organized spatial behaviour in central urban areas:

#### 1. Obsolescence of the urban fabric

This is expressed through the effect of time on the value of real property, resulting from the combined effects of physical decay, changes in social preferences, and the spatial restructuring of the city, all of which shape cycles of investment and return in the property market (Lichfield, 1988; Ball/Bon, 1989).

#### 2. Social distinction

The paper seeks to trace the social practices that create dispositions and regularities acting as determinants of stakeholders’ choices and strategies, especially those influencing the selection of formal or informal ways of acting — or *habitus* (Bourdieu, 1997).

#### 3. Markets and mediators

Property markets are examined as social devices that regulate access to different types of space with varying degrees of obsolescence. The paper also looks at different forms of social control — such as command and tradition — in relation to social distinction (Heilbroner, 1968).

#### 4. Self-organization

Self-organization occurs when unconnected individuals make similar choices and thereby generate a spatial pattern. This part of the analysis is based on Schelling’s (1978) concept of micromotives and on the strategies used to cope with the conflicts and contradictions of a particular environment.

The paper presents the testing of these hypotheses in a neighbourhood (*colonia*) within the central district of Mexico City.

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### THIRD PLACES AS CONTEMPORARY SOCIALIZATION SPACES

#### A CRITICAL OVERVIEW OF EATING, LIVING AND COEXISTING IN 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 the individual's home and coming to modify the conviviality ways in our society.

Over the analysis of qualitative interviews and also the reflective observation about the urban living spaces, focusing the residential condominiums, their formatting and common socialization areas, this essay intends to discuss why the social interaction is often held in third places (such as cafés, restaurants, coffee shops and bars) rather than favoring the safety (not only physical, but also psychological) of their houses. Furthermore, it seeks to understand the aspects and influences over that social exteriorization phenomenon.

The intense process of urbanization in the past years, together with the rise of living costs in urban centers, is taken as the initial element for this reflection on how these factors have transformed spaces of conviviality and socialization by transferring them to external spaces. Living units have been reduced not only in their market value but also in their common family interaction areas, which are now represented in those third places.

One of the significantly affected areas is the meal space, which becomes smaller as the routine becomes more accelerated with new activities considered even more important than interacting with family and friends. This scenario modifies the act of eating, forcing people to eat outside their houses because of lack of time to eat or to prepare food in their residences.

Other areas of social conviviality, such as the living room, no longer exist and are substituted by common home theaters in condominiums, as well as kitchens replaced by gourmet spaces, among others.

As a consequence of this scenario it can be perceived that people search for external spaces for this kind of conviviality. The relationship between eating and life in urban spaces appears as sufficiently interesting to discuss the idea that the act of eating goes beyond simply being somewhere and becomes related to the experience of being someone and living with others.

Therefore, the act of sharing food outside the house can be seen as a more individualistic way of exchanging experiences, and the urban space becomes the facilitating universe for these relationships, where interaction can occur without the necessity of dish washing or housekeeping before or afterwards.

In this context appear the Third Places as spaces where familiarity, comfort and safety (both physical and psychological) can be found simultaneously, becoming safe environments for social interactions and sought 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 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.

The main research question is whether urban visual forms differ from one another in their spatial 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 landscapes 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 'edge 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 billion. Modelled on the Parisian RER, it creates a direct main line railway from Heathrow Airport in the far west right through central London and the Docklands business district — in deep tunnels below the existing 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. Ten-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, and 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 as 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 understandings 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 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 pedestrian 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 has 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 is 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 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 pedagogical 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 the 1980’s aim mainly at 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 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 sense 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 (leisure, cultural activities, restaurants, different services and functions) which we can buy or not. The social dynamic of a quarter is as important as the economic one in order to maintain the multifunctional dimension (production and consumption).

So, offering a territory asks to use 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 quarters. This paper tries to explain these new challenges of urban politics. The case of the Great Urban Project of Turin, called “Spina Centrale”, is emblematic of this kind of problematic. 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 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 reimagining 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 were 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 plans 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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We are still in the process of searching related literature but some useful links concerning the issues in George Town are provided below:

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## HERITAGE AND URBAN CULTURE 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 policies developed in Rio de Janeiro gave priority to removing the working class dwellers from the slums near the rich areas of the city, moving them to newly 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 residential use in the historical center, permitting only commercial and administrative uses. The remaining inhabitants still maintaining their cultural habits usually lose 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 Lefebvre's (1970) concepts. This complex shall be a model for other identical heritage sites 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 the community in all the phases of the project;
- (iii) the maintenance of dwellers in the houses;

(iv) the enhancement 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 the 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 peripheral, 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: inclusive regeneration.

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 multicultural 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 the 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 DEMOGRAPHIC 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.

Although in a global focus cities and regions are still growing, we can observe two sides in the perspective of town development: beside growing agglomerations 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 approach 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 always a need for investments in public space. But the initial position today for many German cities which suffer economic and demographic changes is defined by obstacles for development: the absence of public capital, the heritage of planning and design mistakes from the last 30 years, and disaffected citizens who no 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”, between municipalities to help towns start a discussion and qualify public spaces to regenerate urban qualities. The method was a competition for financial aid. In 2005 more than 50 communities participated in the competition, 6 were awarded and can count on 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 competitive behavior of towns.

Presenting the statewide competition process and its results, three basic issues and major strategies 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 possible 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 tendencies mentioned above, 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 with 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 snowballing 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 in 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 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. It 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 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 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 on 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 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 by 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 adverse 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 fieldwork undertaken by the 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 for Italy, through the consideration and a re-thinking of 6 strategies already adopted in different countries and in different periods 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 within 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 “19th century started 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 studied 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 it precedes strategy 4 or 5. The logic which drives the 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 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 are provided (both wholesale and retail). Today it has become a tourist attraction of Hanoi thanks to its tangible and intangible attractiveness.

Critical issues of the Ancient Quarter of Hanoi

The Ancient Quarter of Hanoi is now facing many critical problems and contradictions. Its problems can be identified as imbalanced socio-economic development, poor living environment, and loss of many tangible and intangible values. Contradictions 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 done in a right way, tourism and preservation can be mutually supportive).

In order to preserve the 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 time, and the above conflicts need to be reconciled.

The pilot project for sustainable development of the Ancient Quarter

A pilot project has been carried 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 successfully implemented only if they are well shared and agreed upon by various related stakeholders, including the government, local residents, investors, businesses, craft associations, tourists, and academia. Their commitment will be the key to realizing a shared future vision of this area.

#### Participatory approach

The group of international experts has been working in close communication with related parties, especially the Ancient Quarter Management Board, local residents and other stakeholders. The communication is organized in various forms: field surveys, questionnaire surveys, in-depth interview surveys, photo voices, stakeholder meetings (4 times), small group discussions (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 needing to be created in the future are identified;
- future vision of the AQ, strategies and actions to realize it;
- 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 a 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 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 a developing country as Vietnam.

References:

Will be provided later...

#### THE ISTHMUS OF OLINDA-RECIFE, BRAZIL: INTERPRETING A CULTURAL LANDSCAPE FOR 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 safeguarding 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 continuing 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 conservation of 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 have 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, and 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 cannot 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 way cultural landscape transformations are perceived and what the place-identity dimensions of the town are. The results suggest that, although the traditional styles are still valued by the residents, the adoption of new built-form patterns is an expression of personal achievement and place-attachment. Since the meanings that people associate with their places are in constant change, the place-identity process is enriched through the different aspirations, tastes and points 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 intense gentrification pressures. While this process threatens to displace existing residents and weaken the cultural bonds of the established Latino community, it also creates the possibility of attracting new market-based retail development to Humboldt Park's traditionally underserved commercial districts.

However, prevailing retail revitalization best practice — namely attracting 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 a more context-sensitive 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 accommodating their functions have long carried an exotic allure, combining industrial innovation with structural expression.

Moreover, since their inception they have acted as organizing forces in the master planning of cities. This role has become even more important with the inclusion of additional transport modes, such as buses and trams, within the same structures.

At the same time, private driving and highway use remain facts of life for many people living in circumstances that still demand car travel.

The central theme of this paper is the potential for urban regeneration and improved mobility presented by transit-oriented development (TOD), especially where highways and transit hubs intersect.

The 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 connect primary destinations effectively. However, the connections from primary destinations to local streets and bus route networks are often problematic.

At the community level, local governments could establish development policies that promote connectivity. Such measures might include:

- incentives for development near transit lines and stations
- design guidelines for projects aimed at improving access to transit
- planning for arterial road networks that link highways to railway systems and local destinations such as shops and schools without requiring dependence on major roads.

At the project level, urban designers and developers need to ensure good connectivity both to adjacent properties and within their own developments. A well-connected development creates multiple access points to outside destinations and provides direct road and pedestrian routes to nearby destinations and transit stops.

Data for this paper were collected through:

- a survey facilitated by the American Association of State Highway and Transportation Officials (AASHTO), which gathered information on current practices in joint development projects in the United States
- collaboration with Dutch planners from the city of The Hague
- a number of case studies of recently planned and/or completed design proposals.

The contribution of this paper is to the growing scholarship on transportation-oriented development, as well as to urban design practice and its attempts to accommodate the physical manifestation of TOD strategies, especially at points where multiple transport modes intersect.

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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 more difficult it becomes to reach understanding and agreement.

This is precisely what complicates the design of good public places.

Rapid regeneration of urban areas has placed the quality of urban design high on public agendas worldwide. A basic question in contemporary planning practice is therefore: how can public spaces of the highest possible quality be realised?

This paper addresses two related aspects of that question.

First, what is a productive way to discuss the quality of public spaces? Which words and forms of communication are capable of transmitting information and emotions in such a way that stakeholders arrive at genuine mutual understanding?

Second, how can decisions about agreed qualities be translated into formalized design specifications?

For two years, these questions were explored through bi-monthly workshops in which municipal officers, regional civil servants, inter-municipal corporations, housing corporations, public transport authorities and urban design firms came together to discuss the spatial qualities of architecture and public spaces on the Belgian coast.

Besides trying to understand the importance of high-quality environments, the workshops sought to develop:

- an operational understanding of spatial quality
- skills and techniques for realising and controlling such quality.

Two important variables structured the process:

- a first version of a “language for quality”, based on the hypothesis that this could stimulate participation and foster spatial quality
- research by design as a technique during the programme phase, based on the hypothesis that this could enrich the process.

Key findings include:

- the benefits of better urban design are acknowledged across stakeholder groups, although in different ways
- a clear understanding of the relationships between the different phases of project realisation is crucial
- a language for quality must contain both words and images
- designerly research contributes decisively to the definition of design specifications.

The relevance of this paper lies mainly in planning practice, especially with regard to:

- workshops as a format
- indications for a language for quality
- the added value of research by design.

For scholarship, it raises new research questions, particularly regarding tools for communicating about quality, such as indicators. For education, it offers a useful approach and inspiration.

The paper also makes clear that urban design is increasingly becoming an art of making places with people, which is another way of saying that urban design is fundamentally about diversity and multiplicity.

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## DEALING WITH UGLINESS – PROPOSALS FOR THE REEVALUATION OF AN INDUSTRIAL SITE

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Abstract

The last thirty years of Portuguese urban experience have brought intense changes to former rural and old urban landscapes. The case study of São João da Madeira provides an opportunity to discuss the evolution of policies in design processes.

This paper analyses the results generated by disorder in planning in an abandoned industrial site in Portugal and calls for stronger collaboration between designers (urban agents, architects, urban planners), visual artists and politicians (local government and cultural institutions).

The empirical material of this study comes from collaborative work between the University of Aveiro and the Municipality of São João da Madeira, carried out between 2002 and 2005.

Applying aesthetic considerations to buildings and related architectural structures, as well as to urban settlements, is complex. Factors external to spatial design — such as structural integrity, cost, building materials and functional requirements — strongly influence the design process. Nevertheless, aesthetic concerns related to the dwelling experience of residents and users can still be addressed.

The ugliness referred to in this paper is the ugliness produced by disorder in planning, often observed in areas under strong investment pressure combined with weak or fragile local planning agendas.

Sites undergoing deep programmatic changes without clear planning strategies often produce unavoidable experiences of disorder. Ugliness becomes part of the existing conditions of the site. Even when overlooked, it remains present. In many cases, ugliness becomes embedded in the architectural fabric of the surrounding area, in the same way as landmarks do.

It coexists with architectural and social structures, and as conditions mature its ability to adapt to changing circumstances over time also evolves.

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## ANALYSIS OF THE PHYSICAL AND PSYCHOLOGICAL INFLUENCES OF OPEN SPACES ON THE URBAN STREETScape

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Urban streetscapes represent the image of a city and strongly influence the quality of urban life. Consequently, considerable effort has been devoted to improving the visual quality of urban streets.

However, with the increasing number of buildings in inner-city areas, new problems have emerged, including blocked view corridors and feelings of oppression caused by high-rise and high-density development.

This study assumes that the lack of open spaces is one of the major factors contributing to the deterioration of urban streetscapes. The research therefore analyses the potential of open spaces to improve urban streetscapes and explores ways to manage them effectively.

The literature review examines existing theories concerning urban streetscape management, particularly the Tokyo Metropolitan Government's urban landscape management policies, which aim to improve the city's skyline and visual image.

Relevant theories concerning:

- viewpoint selection criteria
- physical components of urban streetscapes
- psychological factors influencing streetscape preferences

are also reviewed.

In this study:

- physical indicators include sky blockage ratio, visibility and view volume
- psychological indicators relate to streetscape preference.

The methodology involves selecting study areas representing:

- regions with sufficient open spaces
- regions with insufficient open spaces.

Viewpoints are selected based on theoretical criteria and applied to both existing and redeveloped urban areas.

Physical indicators are measured through simulation models based on numerical maps (CAD). In parallel, surveys using the Semantic Differential (SD) method are conducted to assess public perception of the streetscapes.

The collected data are analysed using:

- factor analysis (SPSS)
- correlation analysis between open space availability and physical indicators
- linear regression analysis between physical and psychological indicators.

The results allow comparison between the two types of urban areas and provide insights into the relationship between open spaces and both physical and psychological aspects of urban streetscapes.

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## DO NEW URBANIST COMMUNITIES MAKE A DIFFERENCE?

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Urban sprawl is often defined as a process in which development spreads faster than population growth.

New Urbanism has been promoted as a response to this process, offering solutions to problems associated with suburban expansion, including traffic congestion, leapfrog development, environmental degradation and social isolation.

New Urbanist planners have revived several traditional principles of town planning and architectural design to address these issues. However, an important question remains: do these developments actually solve the problems they claim to address?

New Urbanism has frequently been presented as a more environmentally sustainable form of development than conventional low-density suburban sprawl.

The objective of this study is to measure the environmental consequences of New Urbanist development and compare them with those of traditional suburban development.

Using field investigations, satellite imagery for analysing land cover and impervious surfaces, and census data, several New Urbanist developments — including Seaside, I'On and Kentlands — were evaluated.

The main research questions are:

1. Do New Urbanist communities work with natural drainage patterns and environmental conditions in ways that protect biodiversity?
2. Are New Urbanist developments affordable, particularly for service workers?
3. Do New Urbanist developments contain more impervious surfaces than traditional suburban developments?

The findings indicate that New Urbanist developments often result in significantly higher housing costs than nearby suburban developments.

They also tend to have less impervious surface per housing unit, but more impervious surface per person due to smaller household sizes.

As a result, population densities may actually be lower than in adjacent conventional suburban developments.

The study proposes a new measure of sprawl based on population density and green space availability.

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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 has become increasingly important for places.

First, cultural industries have expanded significantly in many advanced urban economies. Rising incomes and the spread of specific consumer cultures have increased demand for products with aesthetic and symbolic value.

The economic activities associated with designing, producing, marketing and distributing these products are typically organised through networks of small, highly specialised firms, strongly embedded in urban environments with large pools of skilled labour.

Local cultures also play a role in reproducing the specific skills needed for the production of cultural goods and services.

Second, culture benefits places in a more indirect way, as highly skilled workers are attracted to cities with rich cultural infrastructures. Such cities also attract tourists and become more competitive internationally.

Consequently, policymakers increasingly view culture as an important instrument for urban regeneration.

Although culture has long been used in urban policy, many traditional economic policy tools have weakened due to globalisation, liberalisation and deregulation. Culture has therefore emerged as one of the few remaining local policy levers.

Today, urban development programmes frequently include new museums, flagship cultural buildings designed by star architects, and policies supporting cultural industries. The central question of this paper is to what extent culture can be used as a policy instrument to improve urban economies, both directly and indirectly.

The analysis begins with a theoretical investigation of changing relationships between culture and place from an institutional perspective. This approach allows the discussion to move beyond physical infrastructure ("hardware") to include the social and institutional context ("software") within which cultural activities operate.

The framework is then applied to an empirical analysis of Dutch spatial policies related to culture.

Finally, the paper proposes new approaches to cultural planning that combine:

- cultural industries as engines of economic growth
- cultural amenities as locational advantages for cities.

The paper concludes that spatial policies promoting culture can indeed contribute to urban development, provided that the broader social embeddedness of cultural activity is explicitly addressed.

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## SÃO LUÍS: A WORLD HERITAGE CITY

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Since 1997, São Luís, Maranhão, Brazil, has been included on UNESCO's World Heritage List. The municipality and the state government celebrate this fact in every possible way, and the slogan appears throughout the city.

After all, this designation represents recognition both of 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 while respecting local cultural values and its residents.

The question that needs to be answered is whether the condition of being a World Heritage City makes it possible to rehabilitate and maintain both the rich and valuable built environment and the current local life and vitality of the city centre.

It is also necessary to ask whether this condition, which has contributed to an increase in international tourism, is sufficient to lead to preservation policies integrated with urban planning, and what the relationship between such policies and the new, modern city might be.

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 respect the diversity and multiplicity inherent in cities? Or will it simply be incorporated into the process of modernization itself?

These are the questions that the dissertation project, still in progress, intends to address. This paper forms part of that project and analyses the impact that World Heritage status has had on the Historic Center, considering five aspects:

1. its uses
2. the physical condition of the buildings
3. the local economy
4. the activities developed in the area
5. conservation policies.

The main intention is to identify the changes and continuities that occurred between 1997 and 2005.

The data were collected through field research. Basic data sources included:

- data collected by the municipality in 1997, organised in thematic maps and providing information on uses and physical conditions
- the 2000 Census

- data provided by the Commercial Association
- data from several governmental offices, including those responsible for heritage preservation.

The paper begins with a brief overview of the preservation process in São Luís. It then characterises developments in the Historic Center from 1997 to the present, and finally analyses the impact produced by the city's inclusion on the UNESCO list.

The major relevance of this research lies in its contribution both to the construction of preservation policy and to the broader debate on the rehabilitation, planning and management of central and historic areas.

*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, through the same processes, changing how cities are represented internationally and how they represent themselves.

Regardless of whether diversity is consciously and institutionally embraced as an urban asset, or whether it remains a more spontaneous outcome of urban planning and design processes, virtually no attention has been paid by planners and designers to popular media representations of diversity and multiplicity.

This paper argues 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 help planners and designers understand:

- institutional structures
- constructions of national unity and identity politics
- competitive urban discourses that promote social diversity as an attractive urban asset.

The paper asks: how do notions of diversity and multiplicity, planning, and urban representations intersect in popular news magazines? And how are these intersections interpreted in the context of changing urban cultures, cultural heritage and urban design?

Based on ongoing research on the popular images of immigration and multiculturalism and their relation to Canadian national politics, this paper focuses on how diversity and multiplicity are represented in portrayals of Canadian cities.

The research is based on a review of three Canadian news magazines from 1960 to 2005. Magazine covers featuring diversity or urban themes, together with their accompanying articles, are examined in order to understand how diversity, planning and urban representation are used — or omitted — in media discussions about urban processes and realities.

Particular attention is paid to visual and discursive representations of changing urban cultures in Canadian cities over time.

The paper seeks to identify the patterns and limits of such representations in terms of what statements are valued, accepted and tolerated with regard to changing social and socio-spatial practices.

By identifying the main discourses surrounding diversity and cities over the last four decades in Canada, the authors argue that their work is relevant to planning education, practice and scholarship, especially given Canada's history of immigration and diversity. The goal is to present both the successes and the limitations of Canadian immigration and multiculturalism, which are often most visible at the urban scale.

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#### DESIGNING 'PLACENESS' IN THE CONTEMPORARY URBAN

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This paper explores the idea of an emergent “placeness” generated by the everyday urban condition in contemporary cities.

Moving beyond modern urban design thinking, it takes up Henri Lefebvre's theoretical notion of *espace vécu* (lived space) in order to point toward a relational understanding of urban place.

The paper looks for an alternative design approach in urbanism that is affirmative of difference. Such an approach focuses:

1. on inscribing the urban with signs to be read, interpreted and appropriated by urban populations
2. on designing affects in the urban environment.

Seeing the city as an urban field, an effect of flows and forces, the paper searches for a pathway toward a more sensitive and meaningful urban form.

Modern thought, it is argued, held certain misconceptions concerning the design of urban life-worlds. It sought to create utopian worlds that held their inhabitants in the grip of an

“end of history” and remained blind to the effects that advanced technologies would have in putting these contained urban realities under increasing and unmanageable stress. Moreover, as Maurice Merleau-Ponty observed as early as 1945, modernist thinking was “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.”

The ideal yet naïve premise of an object-based epistemology produced urban compositions and artifacts that failed to accommodate the intensely complex urban dynamics emerging in contemporary transformation processes. The contemporary metropolis overflows with the fragmented offspring of modernist urban design ideology. Reflecting on how the existing urban condition has facilitated the emergence of everyday cultures that seek to situate their identities and actualize their aspirations in an ever-transforming urban reality, the paper argues that the notion of cultural heritage as perceived in localized urban life-worlds is undergoing radical changes.

As planners and designers struggle to keep up with “glocalized” processes — as illustrated by events such as the Los Angeles riots of 1992 and the recent uprising in the Paris banlieue — globalization has shown how the local is in fact constituted through global processes.

Thus, heritage is redefined not simply as that which is passed on through social or spatial continuity, but as something grounded and formed through global-to-local relations.

Urban design then presents itself as a socio-spatial facilitator in which public space is in fact a space for diverse publics, where global migrants explore the social, economic and political spaces of the city in search of opportunities to re-appropriate the urban arena.

This paper aims to illustrate how urban cultures generate hidden places in contemporary cities through spatial re-appropriation, and how urban design might achieve greater urban equity for a multiplicity of desires through the conditioning of an appropriable and open-ended field of opportunities.

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Maurice Merleau-Ponty

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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 parcels in the downtown area of Shanghai has stimulated rapid redevelopment in historically valuable districts such as the French Concession.

The conservation of urban heritage during redevelopment has therefore become a significant issue in urban planning and design practice.

At the same time, under the impact of economic reform and globalization, urban planning in China has been facing increasing fragmentation and conflict of power and value. The top-down planning model guided by procedural rationality, which dominated Chinese planning for decades, has for the first time been seriously challenged. More actors are now involved in the planning process.

The question addressed by this paper is how planning and design should be conducted in urban redevelopment projects when facing both:

- the pressure of development and conservation
- the difficulty of integrating diverse and fragmented values and interests.

Under the former planned economy, the production, allocation and consumption of goods and services were centrally planned. The systematic, rule-governed relationships produced by this system ensured a high degree of predictability in Chinese cities. In that context, procedural rationality provided planning legitimacy.

Redevelopment design simply followed the steps of procedural rationality.

However, during the rapid and dramatic transformation of Chinese society, this rational protocol has become increasingly illusive and inadequate in practice. Uncertainty in both everyday life and planning has grown, and planners trained in procedural rationality have been struggling to develop alternative approaches to dealing with uncertainty and unpredictability.

Among the various post-positivist theories that criticize, oppose or revise traditional rationality, communicative planning theory offers a dialogue-based approach, which this paper adopts in reviewing the selected cases.

The authors examine two urban redevelopment projects in the French Concession of Shanghai, using:

- the direct professional experience of one of the authors
- interviews with key actors, including developers, administrators and local residents.

Although both projects were primarily guided by procedural rationality, subtle differences in the role played by relevant actors within the planning process produced different outcomes.

The paper then re-examines these projects through the lens of communicative planning theory and explores the extent to which planners might promote both development and conservation while balancing diverse interests and values in contemporary 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 centres. The inscription of some of these cities on the UNESCO World Heritage List has recognised their importance. The identification of cultural components is part of UNESCO's selection criteria and may include relevant 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, together with the grid and the plazas, forms an important integrated system of public spaces — has received relatively little attention, particularly in English-language publications. Yet the study of these still-functional streets can provide new perspectives on the structure and function of Latin American settlements.

This study identifies and analyses key streets that best represent each historical period and their cultural components, 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 World Heritage centres and from other cities not recognised by UNESCO (as defined by Ramón Gutiérrez, 1997, and others). The historical periods examined relate to:

- indigenous streets of the great empires of the Incas and Aztecs
- colonial streets
- “democratic” streets
- boulevards and alamedas influenced by European models
- modern streets.

The study highlights key cultural elements, both lost and existing, in traditional streets. In particular, it addresses:

- landmarks and symbols of political, social and economic forces
- the relationship between adjacent land uses and the street, including economic function
- the interface between private and public space
- the accommodation of ritual, ceremony and conflict
- implementation techniques used to protect these qualities.

Although these centres often represent the most prestigious areas in each city, the study emphasises elements related to less powerful and more diverse groups, including indigenous communities, women, working environments, and patterns of segregation and control.

This study is relevant because it offers a comprehensive view of the Latin American street and the historical groups that shaped it. It can assist preservation efforts as these modern cities and their historic streets face increasing development pressures, as seen for example in renewed interest in revitalising the centres of Mexico City and Lima.

The research also allows comparisons between historical periods in different cities and with international approaches that may be useful in preserving streets elsewhere.

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## PLANNING AND DESIGN FOR EXPO 2010 SHANGHAI, CHINA

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In the 150-year history of World Expos, Expo 2010 Shanghai is the first to be held in a developing country and also the first to use the city as its theme. Therefore, the requirements and objectives of its planning and design differ from previous Expos in three main respects:

1. In the information age, it is necessary for Shanghai Expo to reflect the development and innovation of Expo history, to change current public understanding of what an Expo is, and to infuse it with new energy.
2. As a major international event, Shanghai Expo should respond to future urban development needs and address current shortcomings of Shanghai by carefully balancing the relationship between a short-term event and long-term development.
3. Given its theme of the city, the planning and design of Expo 2010 Shanghai should also display both the history and future of urban development, enabling the Expo to become a milestone in future urban development.

As Chief Planner of Expo 2010 Shanghai China, the first author developed an original concept based on these three dimensions — Expo, Shanghai and City — and proposed the philosophy of the “Harmony City” in the planning and design.

This paper begins with a brief introduction to the background of planning and design for the Shanghai Expo. It then discusses in detail:

- the planning framework and procedures
- site selection
- concept and theme
- spatial layout
- transportation and infrastructure
- ecological planning
- the use of technology
- post-use of the site.

In summary, the planning and design for Expo 2010 Shanghai reflect the theme “Better City, Better Life” and aim to showcase the model of the Harmony City, conceived as a rehearsal for a new paradigm of urban development.

By exhibiting human efforts and aspirations to create a future Harmony City, Shanghai Expo seeks to fulfil its goal of contributing to 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 Hong Kong, increasingly involves the development of creative clusters, which are now attracting growing attention from urban planners.

In recent years, the Shanghai Economic Commission and district governments have focused on the adaptive reuse of historic industrial buildings. By introducing new industrial elements into these structures, old buildings are transformed into spaces for the creative industries — stimulating creativity, attracting talent, and encouraging clustering through the exploration of historical, industrial and cultural content.

As a result, a number of creative clustering areas have begun to emerge.

These former industrial areas, mostly located in the inner city, offer opportunities for new forms of communication, workplace organization, and workforce reproduction. Their physical characteristics also contribute to innovation and economic development. Large floor plates, building size, and infrastructure create favorable conditions for new forms of work and leisure.

From an urban development perspective, the importance of these sites lies not only in their innovative architectural reuse but also in their social and economic impacts.

This study examines three former industrial sites currently developing into creative clustering parks (Shanghai Creative Industry Clustering Parks, 2005).

The analysis focuses on three case examples:

- No. 50 Moganshan Road
- Warehouses along Suzhou Creek
- the GE Factory along the Huangpu River.

Each case is analysed according to the following dimensions:

- location
- initiatives
- orientation (international, national, local)
- players involved
- development model
- organizational structure

- financing
- networks
- workers
- existing problems.

The study identifies the social and economic impacts of these developments on surrounding neighbourhoods and urban life, and examines the possibilities for urban planning to guide the formation of creative clustering parks and creative milieus.

In conclusion, the paper proposes a structural model for an integrated development plan for creative clustering parks.

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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 momentum, a new category of historic sites has emerged worldwide. What do these sites actually offer, and at what price?

Despite the geological and cultural differences that separate them, these “new” heritage environments increasingly resemble one another — becoming standardized stages for cultural consumption. In many cases, host communities are rendered irrelevant or even expendable, and the transformation process is truncated.

Although these places may still differ in architectural appearance, geographical setting, and cultural expression, the highly standardized environments that characterize them often display as many similarities as differences.

In the worst cases, authenticity becomes superficial, integrity selective, and the *genius loci* of a place is reduced to little more than a decorative façade.

This paper seeks to advance the argument that for urban conservation to succeed beyond the preservation of physical authenticity and integrity, community integration is essential. It argues that only by integrating host communities into conservation processes can historic urban niches be sustained as part of a living cultural habitat. In this way, such places can continue to represent the communities that cultivate them, the cultures that shape them, and the historical processes that transform them — thereby enriching the cultural diversity of our shared heritage.

The paper presents a case study of Liuli Chang Street, located in the Da Zha Lan area of Beijing, China.

Liuli Chang originated as an imperial glaze kiln site in 1267. Over the centuries, the 700-metre street evolved into an important cultural landmark within the Da Zha Lan district.

The conservation of Liuli Chang and similar historic urban niches as living cultural heritage can strengthen and sustain Beijing’s distinctive identity and sense of place, which underpin its status among the world’s great cities.

The study employs a combination of exploratory, descriptive and explanatory approaches. Community integration is examined in relation to:

- conservation ideology
- policy making
- implementation
- financing
- management.

Both primary and secondary data sources are used, including interviews with leading researchers, authors and commentators.

The proposed topic is drawn from an approved doctoral 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 the World Bank Development Fair 2005 competition.

The project focuses on highly conflictive pedestrian–vehicle situations on streets located near schools in socially disadvantaged areas. Its goal is to encourage more courteous and shared use of streets as public gathering spaces.

The project includes three main activities:

- installation of portable urban furniture
- traffic safety training for students
- complementary sporting and artistic activities conducted in the street.

On 15 March 2005, the project competed against 46 finalists (out of more than 500 entries) and was selected as one of the 10 winners, receiving a US\$20,000 award from the World Bank to implement the project.

So far, interventions have been carried out in three schools/streets, with very positive results. More than 600 children have participated, and three additional interventions are planned for the first semester of 2006.

### URBAN DEVELOPMENT AND INNOVATIVE URBAN TRANSPORT NETWORKS IN SMALL AND MEDIUM-SIZED CITIES

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Under conditions of intensified spatial competition, small and medium-sized cities (SMCs) in Europe face increasing challenges. Economic stagnation, loss of productive activities, city-centre decline, urban sprawl, and dependence on large metropolitan centres for employment and leisure often combine with serious negative consequences. Mobility patterns and transport networks are particularly affected. Declining use of public transport, increased dependence on private cars, traffic congestion, and shortages of

parking space characterize mobility in many SMCs, further reinforcing a downward spiral in their development and competitiveness.

A European interregional cooperation project, funded under the INTERREG IIIC programme, brings together partners from:

- Volos (Greece)
- Cambridge (United Kingdom)
- Livorno (Italy)
- Valdemoro near Madrid (Spain)
- Linz (Austria).

The project evaluates the feasibility and prospects of innovative public transport systems proposed, planned or operating in these cities, including:

- tramways
- guided buses
- special track bus systems.

The project runs for 30 months (April 2005 – September 2007) and examines the broader socio-economic implications of introducing such networks in cities with fewer than 500,000 inhabitants.

Particular attention is given to:

- opportunities for urban regeneration
- potential shifts in urban development patterns
- economic, environmental and social sustainability
- the cultural dimension of mobility and accessibility patterns generated by new transport modes.

The paper presents the theoretical assumptions and methodological tools used in the research, supported by findings from related projects such as the European Framework V research project “Urban Transport and Socio-Economic Development” (TranSEcon).

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Website source: [www.boku.ac.at/verkehr/transecon.html](http://www.boku.ac.at/verkehr/transecon.html)

#### 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 the development of a rating tool that planners and decision-makers can use to assess the residential travel performance of land-use development projects and identify ways to improve that performance during the planning and design process.

The aim is to predict, using accessibility-based techniques, the amount of travel likely to occur and the modes of travel likely to be used by residents of proposed developments.

By adjusting location or design characteristics, it should be possible to reduce reliance on private vehicles and encourage travel patterns that support sustainable development.

The tool is intended primarily for use in development assessment and approval processes, but it may also be applied earlier in the design stage by project proponents.

Both location and design characteristics influence travel patterns:

- proximity to employment or shopping centres affects commuting behaviour
- density, land-use mix and connectivity influence local trips such as journeys to shops or schools.

This paper reports on the early stages of developing the tool, based on analysis of Household Travel Survey data from a metropolitan population of approximately two million people in South-East Queensland, Australia.

The analysis identified those trips from residential areas that “matter” most in predictive modelling of future developments — that is:

- trip types responsible for large shares of private vehicle travel
- trip types generating significant walking or cycling activity.

Understanding these trips allows modelling processes to be developed that can estimate the travel performance rating of proposed residential developments.

The modelling approach uses trip distribution and mode-share procedures, allowing travel behaviour to be analysed in relation to both the location and design of new developments.

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## THE FORM OF NODAL SPACE: THE CASE OF THE CANARY ISLANDS

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The creation of nodes (centres for the organization, exchange and distribution of ideas, goods and services) within a region is not a new phenomenon. Historically, processes of territorial colonization driven by political, economic or cultural objectives were accompanied by the establishment of strategic locations.

Cities, as the highest level of concentration of activities, traditionally fulfilled this function. More recently, however, development processes have promoted specific areas and created new infrastructures designed to host these nodal functions.

Globalization and the rise of the information or knowledge society have strengthened some traditional centres on a global scale, while also increasing the importance of new geographical areas, including regions that were previously considered part of the developing world.

The Canary Islands, due to their geographic position and historical development, have long served such a nodal function.

Historically, they functioned as:

- a node of exchange with the Americas during the period of Spanish colonization
- a supply and distribution centre during the modern period

- one of the world's most successful tourist destinations today.

Key infrastructures supporting these roles include ports, airports and associated service activities.

In this sense, the Canary Islands have traditionally functioned less as a place for permanent settlement than as a place for transit, exchange and temporary stay — an important Atlantic node within the system of international mobility.

The paper addresses two key questions:

- What is the role of nodal space in the current global economic scenario?
- What is the future role of the traditional Canary Islands node?

The paper examines the strengths and weaknesses of the Canary Islands in responding to economic demands shaped by information-based activities and their historical nodal vocation.

It also discusses the challenges associated with constructing large infrastructures — such as ports, airports and interchange nodes — within a limited, fragmented and environmentally sensitive territory like the Canary Islands.

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## A SUSTAINABLE AND INTEGRATED APPROACH TO ROAD NETWORKS PLANNING

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This paper focuses on the main results of research and practical work developed by the author and a group of researchers and planners for the Provincia di Bergamo, aimed at producing guidelines for planning the relationships between road networks, built-up areas and the environment, both for existing roads to be upgraded or redeveloped and for new road projects.

The approach followed in this work seeks to demonstrate the integration of different perspectives: from a more traditional planning approach to road design criteria, to a sustainable and integrated road project capable of encompassing multiple dimensions and, above all, showing how road planning and construction can move beyond the traditional vision of impact production and mitigation toward a broader vision of the sustainable development of new infrastructures for the territory as a whole.

The paper examines the different aspects involved in the research. Taking as its starting point the existing and planned network for the focal area around the city of Bergamo, the authors developed:

- guidelines for analysing existing relationships between road networks, urban areas and the environment
- guidelines for studying new relationships arising during and after the transformation of road networks
- guidelines for planning the management of traffic on the carriageways
- indications for designing the roadside and shoulder areas between road lanes and the surrounding urban or natural environment

- suggestions for transforming the traditional overlap between road networks and urban or natural systems into a more sustainable relationship.

The most interesting aspects of the research are the integration of different points of view — engineering, architectural, environmental and urban-planning perspectives — and the development of a comprehensive guideline that local administrations can use when dealing with the many issues that arise in planning road networks, including:

- decision-making on road typologies and routes
- consensus-building around selected routes and projects
- agreement on an overall vision of transformation
- management of the relationships 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 and symbiotic relationship. Transportation affects land use by improving accessibility to urban functions, while the built environment affects travel through its distribution and density. It is important to explore these dynamics in order to understand the factors that determine daily travel patterns in urban and metropolitan areas.

This paper presents findings from a study conducted in the surroundings of Light Rail Transit (LRT) stations in Tel Aviv, Israel. The main aim is to explore the intricate relationship between land use and transportation planning around transit infrastructure, especially in a context where transit facilities are being developed in many cities across the world.

The methodology explicitly incorporates land use attributes into the calibration process of trip-generation models. These land use variables are then tested across several alternative land development scenarios, particularly in terms of:

- population density
- diversity measured through land use mix.

This simulation of different land use development policies for the same site improves our understanding of the interaction between land use and transportation.

First, it allows evaluation of the marginal effects of land use density and land use mix, which are explicitly modelled in the trip-generation equations. Second, these effects can be analysed under a variety of development scenarios. Taken together, these steps allow simultaneous assessment of land use patterns and their effect on travel demand.

The data sources for model calibration included 18,800 trip records from metropolitan Tel Aviv households, extracted from the 1996 National Travel Habit Survey and aggregated into 702 statistical zones. Land use data for each zone were extracted from the 1995 census. For the policy scenarios, the 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 significantly affect daily trip-generation trends.

The methodology employed in this study — a combination of model calibration and land use simulations — can serve as a more universal trip-generation model that 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 using two different models of innovation diffusion: the binomial logit model and the Bass model.

Both models show that the process through which parking standards were adopted by American cities primarily follows the binomial distribution, indicating that internal rather than external forces were the main drivers of this process.

The paper discusses the implications of this finding for:

- planning and zoning practice
- the revision of minimum parking standards under zoning
- public policy more broadly.

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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 conceived as a tool for developing methodologies and guidelines tailored to the realities of Latin American metropolises. The Network seeks to foster integration among research groups on the continent, with the ultimate goal of improving mobility conditions and upgrading quality of life.

Its core purpose is the joint development of trip generation models for large-scale urban development projects that cluster a variety of activities and generate significant numbers of trips.

A detailed understanding of the relationship between social and economic activities and the mobility generated by these Trip Generation Hubs (TGHs) is essential for proper planning. The location and detailed design of such developments must respond to social interests and environmental constraints, both of which affect the production and attraction of trips.

A specific goal of the Research Network is therefore the analysis of the relationship between:

- urban form and activities
- travel patterns in TGHs.

The Latin American context displays strong variation, but it also presents some fundamental common characteristics that make research synergies possible in analysing this relationship. The limited number of cases that can be sampled explains the absolute need for sharing experiences among researchers.

The first step in developing the Network has been a review of the literature on trip generation and on Latin American metropolises, identifying their main problems and characteristics, particularly in the transportation sector and in the Brazilian case.

Trip Generation Hubs are then examined together with their potential impacts on:

- transportation systems
- socio-economic conditions
- environmental conditions.

The paper presents the conceptual structure of this Network and shows how, through the creation of a common pool of expertise, it is promoting the knowledge needed to introduce desired transformations in the planning of TGHs in Latin America.

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## FACTORS AFFECTING THE DECISION TO WALK:

### A CONCEPTUAL MODEL

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After the Second World War, the automobile began to have a significant impact on urban expansion. Accelerated urban growth, which started in industrialized countries, has spread to poorer countries as well.

The phenomenon of urban sprawl has followed a similar pattern everywhere, segregating land uses and, in many cases, populations according to socio-economic, ethnic, or cultural traits.

Urban sprawl has had important social and environmental consequences, and social movements opposing this unsustainable urban model have emerged. These movements have promoted new approaches to urban development aimed at maintaining quality of life through denser cities, mixed land uses and public transportation.

Since the 1990s, most countries have finally adopted urban transportation policies intended to reduce automobile dependency in favour 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 behaviour and case study analyses has provided a good understanding of the subject, but important knowledge gaps remain. Variables used in standard travel-demand modelling explain the decision to walk only partially, since non-motorized travel choice is affected by specific factors.

Most traditional transportation approaches have not adequately considered the complexity of pedestrian behaviour, and consequently many pedestrian infrastructures tend to fail in being truly appropriate for pedestrians.

The key subject of this research is the identification of those elements that affect the decision to walk when a potential traveller is confronted with the decisions of whether to travel and which transportation mode to choose, as well as the relationships among these elements.

These factors depend on:

- the characteristics, preferences and perceptions of the person
- the urban environment
- the type of trip being planned.

The emphasis is on the preferences of potential pedestrians, and it is therefore also important to understand the reasons that may prevent a trip from being made at all.

Taking into account state-of-the-art theory and direct observations, this paper presents a conceptual model that identifies the factors affecting the decision to walk and establishes the relationships among them.

In addition, ad hoc information from focus groups conducted in Caracas is used to examine these relationships.

The results provide criteria for defining urban policies in Caracas that encourage pedestrian trips, and they offer a theoretical framework contributing to the understanding of pedestrian behaviour 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 evokes the idea of a passage. This notion increases in complexity because of its multiple functions, mainly linked to mobility — such as accessibility, distribution, interchange, transit, origin, destination and interconnections. This implies a series of notions that affect both territory and decision-making.

In policy-making terms, one may introduce the notion of a corridor policy, which can imply two opposite understandings:

- a narrow, strongly transport-oriented one, essentially infrastructural
- a broader one, related to an extensive concept of the corridor as a multifunctional territorial backbone, dealing with transport issues within a wider territorial, socio-economic and geopolitical vision.

This paper adopts the latter perspective.

By multifunctional territorial backbone, the author means a diverse and multi-layered supply of transportation services for goods, passengers, and material and immaterial resources, along with high-level services such as:

- technological research
- university centres
- health centres

- environmentally protected areas
- tourism
- logistics centres.

In other words, it refers to a set of opportunities that may gain further advantages from increased accessibility, not only through transit, but above all through internal mobility. Additional benefits may also arise indirectly from infrastructural investments undertaken to achieve such improvements.

This definition recalls the notion of intersectoral and cross-scale policies, aimed at going beyond simple transit and evoking the concept of territorial integration.

At present, the Corridor V policy consists of a heterogeneous accumulation of initiatives, mostly infrastructural in nature, in which it is difficult to identify a clear unifying or coordinating logic.

These initiatives, mostly developed at national or supra-regional level, overlap with territorial policies and projects at regional and sub-regional levels. Together, they contribute to forming a kind of de facto plan with significant territorial impacts on local development possibilities and organisational policies, involving both public and private actors.

The quality of corridor policy may be evaluated in terms of the capacity of major territorial initiatives to integrate with local policies already under way and to create opportunities for new local development processes.

The aim of this paper is to provide a comprehensive overview of initiatives related to Corridor V policies and to illustrate the extent to which major infrastructural investments can be conceived and used as effective support for local policies.

The central idea is to explore how corridor initiatives might perform a useful role within local development policies as projects ready to be implemented and used as factors of aggregation and activation, rather than generating conflictive and disruptive effects.

The paper argues that such initiatives should primarily be used to support and develop local strategic policies and programmes.

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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 increasingly important for transit systems in the United States.

Drive access — either by driving alone or by being dropped off — largely represents choice riders, that is, individuals who have access to a car but still choose to use transit for part of their trip.

For commuter rail, more than 70% of trips use auto as part of the access mode. For rapid transit, the percentage ranges from 20% to 30%.

Drive access has contributed significantly to recent increases in commuter rail and rapid transit ridership, much of which has been diverted from previous car use. It may become even more important due to continuing urban sprawl, rising parking costs and increased road congestion.

Despite its importance, drive access has received relatively little scholarly attention. There are probably two reasons for this:

1. the complexity of the decisions involved
2. the scarcity of available information.

The first decision concerns the choice between park-and-ride and kiss-and-ride, which is often determined by family structure and the scheduling of daily activities, making it difficult to categorise in standard demand models.

The second decision concerns station choice: which station will be chosen when multiple credible options exist? Determining which stations are truly credible options is itself difficult.

Moreover, these 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*, and this lack of data further complicates research on drive access to transit.

This research aims to improve understanding of drive access to transit by modelling:

- park-and-ride choice
- kiss-and-ride choice
- station choice.

The decision-maker is defined as a traveller who has already decided to use a car to access transit. The alternatives are combinations of station and access mode.

Decision factors affecting access-mode choice include:

- driving and transit attributes (time and cost)
- parking characteristics (capacity and fee)
- household characteristics (car availability, licence holding, two-worker household, etc.).

Decision factors affecting station choice include:

- driving distance
- transit travel time
- parking capacity
- transit fare.

The model specification is a two-level cross-nested logit model.

The datasets used are on-board surveys available from major transit authorities, providing information on trips and socio-economic characteristics with spatial detail from origin to destination. However, the attributes associated with the travel path must be extracted using GIS techniques.

The analysis results are relevant to both transit operations and planning, including:

- ridership forecasting
- network design
- station design
- service management
- marketing strategies
- regional transportation modelling.

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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 use, despite government policy criteria intended to improve the accessibility of new development by public transport (Commission Expert Group on Transport and Environment, 2000).

The gap between the mobility-rich and the mobility-poor appears to be growing, so that lower-income groups now face more expensive public transport and facilities located in places that often require car use.

The cumulative social, economic, environmental and spatial effects of government investment decisions concerning infrastructure and transport facilities are rarely assessed during the design, implementation or operational stages, and the private car therefore continues to benefit from a strong “bonus effect.”

Dupuy (1999) suggests that the way forward in keeping car dependence within acceptable limits is to reduce this bonus effect.

Economic measures, such as:

- road pricing
- workplace charging

and soft measures, such as:

- car pooling
- access management
- mobility management

have had some effect in certain contexts.

The starting point of this paper is that a range of measures and instruments drawn from several complementary disciplines is required if society is to modify car use and respond to 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, including:

- documentary review
- network analysis
- expert reviews
- one-to-one interviews.

It examined how these professionals interact at the local level while working in different departments of the same local authority.

In particular, the interviews sought to understand:

- transport-related strategies and policies in each sector
- how these strategies are developed
- the impact they have on strategic local decisions.

This research builds on work carried out by the author in 2004, which examined transport planners' perceptions of the effectiveness of available decision-support tools — including indicators, option generation, modelling and appraisal — and the difficulties they encountered when working with other stakeholders in planning and implementation (Hull and Tricker, 2005).

The work forms part of the wider DISTILLATE project (*Decision and Implementation Support Tools in Local Land Use and Transport Environments*), funded by the UK Engineering and Physical Sciences Research Council.

Sixteen UK cities play a major role in this research by providing live case studies and participating in the steering group.

The purpose of the larger project is to improve decision-support tools for the interactive design and implementation of sustainable transport solutions at the city-region scale.

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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-a-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 users. Previous studies in fact suggest that lack of access to a private vehicle is increasingly a disadvantage vis-a-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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## **JOB ACCESS INEQUALITY BETWEEN CAR AND PUBLIC TRANSIT IN U.S. METROPOLITAN AREAS: 1990–2000**

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There is widespread agreement 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, as one component of social equity, is increasingly recognized as an essential part of sustainable urban development and transportation. One critical

accessibility issue is the inequality in access to economic opportunities between those who have access to private vehicles and those who do not.

It is well known that in U.S. metropolitan areas, job accessibility is considerably lower for public transit users than for car users. Previous studies suggest that lack of access to a private vehicle is increasingly a disadvantage in relation to participation in economic activity.

Understanding inequality in job access between car and non-car users can help planners and policy makers develop strategies to safeguard social equity. It is not yet well understood, however, to what extent this inequality has changed over time. It is also not well known how the change in job access inequality varies within and across metropolitan areas with different urban spatial structures.

Using data from 1990 and 2000, this article examines spatial variation and temporal change in job access inequality between car and public transit in the 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. The specific questions addressed are:

1. Has job access inequality between car and public transit increased from 1990 to 2000?
2. Does the change in job access inequality vary within and across the three metropolitan areas with different urban structures?

Job accessibility can be calculated in different ways depending on the purpose of the analysis. In this study, job accessibility is calculated so that it takes into account:

- spatial distributions of jobs and workers (spatial competition)
- travel modes (car and public transit).

The geographic unit of analysis is the traffic analysis zone. Changes in geographic boundaries between 1990 and 2000 are managed using the rasterization function of a geographic information system (GIS).

The results are used to evaluate and discuss urban and transportation planning strategies intended to reduce accessibility inequality and to consider socially equitable and sustainable urban spatial structures.

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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 toll revenue.

This paper argues 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 many previous proposals, the authors argue 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 less likely to build active support for it. Similarly, in most places, giving the revenue to a regional authority — such as a public transportation agency — is also unlikely to generate popular support.

Local leaders, however, are more aware of the specific public goods that their constituents most demand, and they can allocate toll revenue to provide those goods, thereby increasing public support.

Local governments can also lobby effectively at higher levels of government. Most importantly, because the revenue would represent a valuable windfall for many local governments, local leaders would have a strong incentive to organize and fight for the adoption of congestion pricing.

The proposal therefore relies more on creating support for congestion pricing than on simply minimizing opposition.

The paper draws on literature from behavioral economics and political science to outline this argument, and uses data from the metropolitan areas of Los Angeles and Minneapolis, together with examples from other urban regions, to illustrate it.

In Los Angeles, where potential congestion pricing revenues are estimated at almost US\$5 billion annually, the authors argue that this distribution plan would be not only politically effective but also highly progressive.

This paper represents preliminary research for a doctoral proposal by one of the co-authors.

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## BARRIERS TO SUSTAINABLE TRANSPORTATION AND LAND USE: A U.S.–NORWEGIAN COMPARISON

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The paper explores how the cities of Davis, California and Kristiansand, Norway have adopted sustainable transport goals and identifies the factors that contribute to and inhibit the adoption of such policies.

A case study provides a comparative empirical investigation of land use and transportation planning institutions, processes and actions aimed at achieving sustainability.

Both cities prepare a General Plan, but the means used to implement the plans differ significantly.

Davis effectively controls and steers land use at the local level. Sprawl beyond the city boundary has been avoided. Davis has adopted the measure that any expansion of the urban area must be approved by citizens in a ballot, and the electorate therefore exerts strong control over land-use policy.

Kristiansand, in contrast, has adapted its policy to accommodate both densification and suburban growth, and has little control over development in neighbouring municipalities. Its hierarchical planning system depends on effective integration of plans and decisions across national, county and municipal levels. In practice, such integration is difficult, and the highway sector appears to avoid it.

The incentives for local politicians to compete for government support — such as grants for roads, employment and infrastructure — are very strong and often override sustainability goals where policy conflicts arise.

Davis has succeeded in creating a relatively compact city, with the downtown serving as the main centre for services, shopping and leisure. However, the private car is still increasing its share of the modal split, and journey lengths are growing.

Thus, even though Davis controls land use locally and appears to have a relatively sustainable transport system, it remains far from a sustainable path on a broader scale.

Kristiansand has been appointed a “Sustainable City” and has adopted an environmental sustainability policy, but in practice its car-oriented strategy has made the city increasingly unsustainable.

Symbolic policy and rhetoric, the paper argues, mask an actual growth strategy that continues to favour the car, both at the local and national levels.

The comparison shows that both cities have adopted sustainability goals and policies, but neither has managed to implement a fully sustainable transport strategy.

Davis has managed to implement a land-use policy more consistent with sustainability goals and has a highly developed democracy in which citizens decide major issues through referendums.

In Kristiansand, however, lack of integration across levels and sectors makes the planning outcome and performance far from the adopted goals. Its land use and transport strategy mainly supports the expansion of road infrastructure and makes modal shift away from the private car very difficult.

The comparison of spatial planning histories, characteristics and trends is useful because it offers each country and city lessons from the other. One of the most important

lessons is that automobility planning continues to make 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 has been a worldwide renewal of interest in road pricing, driven by financial constraints on transportation infrastructure and by advocacy for sustainable development.

Following the success of several pilot projects, many states across the United States have been considering the implementation of pricing schemes.

Decisions on project implementation require many kinds of information. One important type is users' perceptions 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 metroplex, where the concept of managed lanes — a version of road pricing — is being introduced.

Unlike many previous studies, this research explores the perceptions of potential users of managed lanes.

Specifically, it focuses on the values of time for:

- Single-Occupancy Vehicle (SOV) users
- High-Occupancy Vehicle (HOV) users
- transit users
- commercial vehicle users

who are interested in participating in transportation investment decision-making.

In addition, the study investigates:

- willingness to pay for the use of managed lanes
- perceptions of the best use of toll revenue
- willingness to pay for more predictable travel time savings.

Results from the survey analysis indicate that more people would be willing to use managed lanes when the expected time savings are substantial.

However, the time values of these potential users are relatively low compared with their income levels. In addition, few respondents are willing to pay more than US\$3, regardless of the amount of time saved.

The data also show that higher tolls generally lead to shifts:

- from SOVs to HOVs and transit
- from managed lanes to general-purpose lanes.

Moreover, the analysis reveals that the majority of survey participants would not be willing to pay a higher toll simply to obtain more stable time savings.

A range of suggestions emerges concerning the best use of toll revenues.

The paper discusses the implications of these findings.

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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 within blocks bounded by arterial roads.

This study develops a model for analysing local street spacing design. The model is formulated as a multi-objective grey integer programming model, considering three objectives:

- accessibility
- mobility
- safety.

The constraints include:

- travel demand
- passage of emergency vehicles
- evacuation of people
- effects of noise on residents
- dimensional regulations concerning architectural plots.

Since planning work is often characterised by uncertainty, both the model parameters and decision variables are treated as grey numbers, representing possible ranges rather than precise values.

The Grey Integer TOPSIS approach is applied to solve the developed model.

A mixed-use block in Dan-hai New Town is used as a case study to verify the applicability of the model in practice. The case study is also used to analyse the influence of traffic calming measures on street spacing design and to identify characteristics of the model.

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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 distributed in a particular way. Unlike those other goods, however, the distribution of the “transportation good” has received very little systematic attention.

There is both a lack of understanding of how this good is actually distributed, and a lack of philosophical reflection on how it ought to be distributed.

This paper addresses both issues in search of a just distributive principle for the transportation good.

The argument begins with an analysis of the transportation good itself and asks what exactly is being distributed.

Opinions diverge, and based on a wide range of philosophical perspectives, professional traditions, political orientations and policy lines, three main conceptualizations of the transportation good can be distinguished:

1. mobility opportunities — the possibility for a person to travel through space or, more poetically, to overcome the constraints of geography
2. accessibility opportunities — linking mobility opportunities with the distribution of origins and destinations in space
3. proximity opportunities — the opportunity for a person to fulfil his or her needs with as little transport as possible.

The paper continues with a short analysis of how the transportation good is currently distributed. It argues that the distribution does not reflect the relatively clear distributive principles found in the fields of health and education, where principles such as need and simple equality often guide allocation.

By contrast, the transportation good is not distributed as a unified good at all. Rather, the distribution of its diverse components — such as roads, cars, gasoline, parking spaces, bicycle lanes and public transport services — is guided by a wide variety of principles, including:

- demand
- market mechanisms
- need.

The result, the paper argues, is visible in daily practice: an unfair distribution of the transportation good, however defined.

Finally, the paper makes a first step toward identifying an overarching and just distributive principle for the transportation good.

It does so by analysing everyday examples of the way transport-related goods are currently distributed and examining them through several classical approaches to social justice.

Based on this analysis, the paper offers an initial indication of what a just distributive principle for the transportation good might look like.

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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 travel from one place to another. It also conditions an individual's participation in society.

An innovative methodology, combining qualitative and quantitative approaches within a GIS environment, was developed to capture how perceptions, the environment and the public transport system shape the activity spaces of low-income women in Quebec City, Canada.

Several focus groups were held in which women mapped their activity spaces and discussed their mobility constraints. The aim was to explore the reasons behind trips actually made, as well as the constraints preventing certain desired trips from being made.

Particular emphasis is placed on understanding the purpose and value that the women attribute to certain activities, and on 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 broader context in which to examine the relationship between transport and social exclusion, using Quebec's 2001 origin-destination 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 identified in the earlier focus group discussions.

The paper asks:

- To what degree can the larger data set support the focus group findings, and vice versa?
- Do transport-disadvantaged women make shorter trips and fewer shopping and leisure trips?
- Why?
- Does proximity to a Metrobus line improve access for transit-dependent women?

Regression models and spatial analysis are used to address these questions.

The mixed methodology employed in this study is particularly appropriate for populations that are often invisible or underrepresented in travel behaviour studies relying on traditional data collection methods such as multi-day activity diaries.

The paper argues that, in response to the complex mobility needs of contemporary society, transportation planning researchers and policy makers must develop a wider-angle lens for measuring action and activity space/time.

Would the urban system not be better governed if its networks were conceived not only as road and bus networks, but also as spatio-temporal networks constructed by low-income people as they organize their daily activities?

The study seeks to demonstrate the value gained by doing so.

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## THE CHALLENGES OF FINANCING MUNICIPAL INFRASTRUCTURE PROVISION IN AFRICAN CITIES

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Experience across Africa shows that rapid urbanization has generated very high infrastructure needs, but unfortunately most countries have been unable to provide the required facilities because of limited financial resources.

Many cities have poorly developed water supply systems, rudimentary sanitation, frequent power cuts, and the majority of residents live in squatter settlements.

Yet infrastructure projects in African cities are essential and desperately needed. They are a sine qua non for growth in any country. Infrastructure constitutes the building blocks of sustained economic development.

This paper explores how African countries have fared in mobilizing public finance for city and municipal infrastructure development, through both public and private sources, the challenges they face, and possible ways forward.

Overall, municipalities must confront a four-part agenda in order to provide adequate infrastructure:

1. they must manage available resources more efficiently and more responsively
2. they must advocate reforms in intergovernmental fiscal relationships so that functional responsibilities are clearly defined and revenue sources are adequate
3. they must mobilize new resources and increase their capacity to borrow responsibly for local investments
4. they must seek ways to attract 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 problem

In October, construction began on the suburban train for the north-western part of the metropolitan area of Mexico City. This transport infrastructure will serve a population of about three million people.

The first stage will cover 25 km (15.5 miles) and include five stations, forming the Buenavista–Cuautitlán line.

Although the Mexico City subway opened in 1968, this is the first time that such a transport facility extends into the suburbs. There are plans to expand the system across the entire metropolitan area in order to reduce public transportation problems.

This transport system will use old railway tracks that pass through industrial service yards, and the stations will be located at crossroads with streets of similar land-use character.

This currently low-intensity urban environment is expected to change dramatically with the construction of the new stations because of the large number of people and the diversity of activities they will attract.

In the case of the Mexico City subway, the effects of stations on the urban environment were disastrous. The proliferation of buses and taxis without proper planning for boarding, as well as the spread of informal commerce with stalls occupying sidewalks, seriously diminished the quality and value of public space.

As a result, many people perceive living or working near such stations as inconvenient.

With the suburban train, there is now an opportunity to generate high-quality public spaces if these negative factors are anticipated and addressed in planning the station environments.

Objectives

- To integrate the multiple factors affecting spaces of high pedestrian concentration, so that urban planning and design can produce friendly and functional spaces.
- To involve the communities living around the train stations, through recognition of social diversity, in order to create a sense of identity in the new public spaces.

Analysis of the issues

Urban functions – to identify the urban activities and their interrelationships, including pedestrian circulation, buses, taxis, commerce and services.

Environmental considerations – to determine which elements are needed to prevent environmental degradation, including air and sound pollution, waste collection and related issues.

Psychological factors – to determine how community involvement in surrounding neighbourhoods can create identification with the public space of the new transport infrastructure.

Aesthetics – to determine which physical elements and relationships can create aesthetic value in public space.

Proposals

The integration, within the planning process, of the concepts of diversity and multiplicity.

The generation, through urban design, of high-quality public spaces around each of the five train stations, so that these places become successful urban environments.

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## LOCAL INFRASTRUCTURE PROVISION IN MALAYSIA: PROPOSING AN INTEGRATED MODEL FOR LOCAL INFRASTRUCTURE PROVISION

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*Drawn from an almost completed dissertation.*

Rapid urbanization at the local level has placed considerable pressure on the demand for adequate and timely infrastructure provision.

The provision of local infrastructure and services is very costly and requires major financial allocations. In many countries, local authorities are increasingly facing shortages of funds to provide necessary infrastructure.

Because of rising infrastructure costs, a paradigm shift from public-sector provision to private-sector provision has taken place. Local authorities therefore need to identify ways to encourage the private sector, especially property developers, to participate in infrastructure provision.

Private-sector involvement can provide an alternative means of financing infrastructure. This situation has encouraged local authorities to explore ways in which the private sector can help secure adequate provision.

Under the current development control system, the development plan system may be seen as an effective alternative means of securing infrastructure facilities. Therefore, an effective development approval system is required to ensure adequate infrastructure provision at the local level.

Based on the study findings — involving respondents from 22 local authorities and 15 prominent property developers engaged in off-site infrastructure provision — the research revealed that current practices of local infrastructure provision will continue to place financial pressure on local authorities.

Local infrastructure provision is not only costly, but also carries several broader financial implications.

To resolve these problems, the paper suggests that an integrated model of local infrastructure provision should be adopted.

This model is based on the cost-sharing concept among infrastructure users, through the adoption and integration of an improved development control framework.

The model also emphasizes the need to rely on privatization as a major source of infrastructure finance. In addition, it incorporates improvements in the development control system as an important component.

The paper first reviews different approaches to local infrastructure provision, then examines options for both public and private funding. It also explores the role of external organizations that might support progressive improvement in local infrastructure.

The paper concludes with a short summary of the key issues in local infrastructure and proposes 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 the backbone of mobility in urban agglomerations, or at least as an alternative to automobile dominance, has become a major policy focus in most large cities around the world.

However, while some cities have been successful in shifting trips from cars to rail and buses, others continue to struggle despite considerable efforts to make public transport more attractive.

This paper provides a brief overview of success factors for public transport and then adopts the configuration of public transport networks as a basis for policy evaluation.

The development of centrality and connectivity indicators for the public transport networks of Melbourne, Milan, Barcelona and Hamburg offers a tool for assessing the degree to which these systems correspond with the geographical structure of central areas and urban activities in each city.

The paper hypothesizes that:

- a higher number of convenient transfer points and route choices for users (network connectivity)
- and a high degree of spatial overlap and integration between public transport infrastructure and urban activity centres and corridors (centrality of facilities)

will result in a greater role for public transport in the mobility patterns of the city as a whole.

The paper then examines current strategies for public transport improvement in the four cities and quantifies their effects on network connectivity and centrality.

It also introduces a planning tool for central areas, both inner-city and suburban, based on these indicators, in order to:

- categorize public transport access and service quality at the local level
- evaluate and prioritize improvement measures.

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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 in planning are being carried out in South Moravia, supported by methodologies for integrating land use and transport planning.

Urban sprawl and the current unsatisfactory traffic situation in historical East and Central European cities have several causes. One of them is the discrepancy between the layout of urban structure and present-day requirements generated by traffic volumes.

The physical environment of Czech towns and cities was formed for less demanding modes of transport. Other traffic problems are caused by the distribution of urban activities, which is now unsuitable, having been strongly influenced by the strict segregation of functions.

As a result, the origins and destinations of traffic have been spread over a wide area, leading to enormous growth in internal urban traffic. The current situation is also due to predominantly technical approaches to traffic problems that paid insufficient attention to urban and environmental requirements.

The huge increase in traffic in Czech towns has brought greater mobility for residents and a higher intensity of the spatial distribution of functions. At the same time, however, it has created a series of conflicts in everyday life, disturbed the living environment, and weakened the functioning of towns as integrated entities.

Experience in traffic management and urban development planning demonstrates that ensuring harmony between traffic and the town is one of the most serious problems of contemporary Czech municipal policy.

This problem involves two levels of treatment.

At the social level, it concerns the social, economic and cultural problems of the urban development process, the possibilities for controlling this process, and thereby the possibilities for influencing urban growth. It is also a question of value orientations in society's approach to economic development, environmental protection and traffic growth.

At the operational and development-control level, it concerns the selection of an optimal traffic system, the provision of safe traffic, and the removal of traffic's negative effects on the urban environment. In particular, it involves ensuring harmony between urban structure and the traffic network, between efficient operational use and the preservation of an acceptable urban environment.

The basic requirement for purposeful planning is an understanding of the multi-layered mechanism of transport and its effects on urban structure.

Over recent decades, basic research has improved understanding of the regularities and cause–effect relationships linking mobility, urban development and transport. Of particular interest are the complex, dynamic and time-lagged connections between traffic, land use, urban planning and environmental effects.

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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 travel costs or by diverting, delaying, or foregoing trips.

Too often, however, this assertion is made in the abstract, without considering:

1. how much impoverished residents currently pay for transportation through fuel and sales taxes
2. how much impoverished residents would pay for highway infrastructure under alternative revenue-generating schemes, such as increased sales taxes for transportation projects.

In this paper, the authors compare the cost burden of an existing value-priced facility on State Route 91 (SR91) in Orange County, California, under its pricing approach, with the burden that would result under a hypothetical local option sales tax, a financing mechanism widely used elsewhere.

Using Consumer Expenditure Survey data and user information from SR91, the authors model transportation expenditures by income group.

From these models, they estimate the cost burden by income group for both:

- sales taxes
- congestion charges.

They find that although the sales tax spreads the cost of transportation facilities across a large number of people, it redistributes revenues from less affluent residents to higher-income residents, and from people of color to white motorists.

Given these results, the paper argues that general consumption taxes used to fund highway improvements conflict with both environmental goals and equity objectives 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 many small airports serving, among other areas, the islands of the Aegean archipelago.

The paper suggests that airports in small and medium-sized cities in the Greek periphery — most of which are located relatively close to the main international airports — are currently operated mainly for tourism.

The question posed is whether this should be their only role.

Tourism must undoubtedly be served, since it represents one of the main sources of income and a major industry in Greece. However, the paper argues that, beyond tourism, if there is a need for other external flights oriented toward business, or for internal long-distance tourism, then small airports could also function as a basis for aircraft pooling, through which combined flights could be organized.

Local authorities should therefore aim not only at establishing well-functioning airports in their areas and promoting tourism, but also at creating the conditions under which the entrepreneurial community could strengthen its international links.

The paper draws on planning experience from airports in the region of Peloponnese and from detailed knowledge of many other small airports, particularly those in Thessaly.

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## PEDESTRIAN SAFETY AMONG THE ELDERLY IN FLORIDA

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Little research has been conducted on the relationship between pedestrian safety and the needs of elderly pedestrians.

This paper discusses the challenges elderly pedestrians face in carrying out daily activities due to land use and transportation systems in Florida.

Florida is a particularly appropriate place in which to study pedestrian safety among the elderly. The state has a large elderly population and is consistently among the states with the highest number and rate of pedestrian injuries and fatalities. Its rate is significantly higher than the national average (2.94 vs. 1.63 per 100,000 population in 2003).

Nationally, older adults are overrepresented among those injured or killed as pedestrians. Although persons aged 65 and above represent about 12% of the population, they account for 16% of pedestrian fatalities.

Florida has the highest proportion of elderly residents of any state, with 22.5% of the population over age 60 and 17.6% over age 65.

This presentation outlines the nature of the pedestrian safety problem among elderly people in Florida.

Two main methods are used.

First, statewide crash data are analysed to understand the overall patterns of injuries and fatalities involving elderly pedestrians.

Second, several counties are selected for Geographic Information Systems (GIS) analysis, based on data availability, to understand the spatial distribution of crashes and their relationship to concentrations of elderly residents and the services they use routinely.

The study includes a review and critical analysis of existing research, followed by an examination of the location of pedestrian and bicycle crashes in several large Florida counties, including:

- Miami-Dade
- Broward
- Hillsborough (Tampa)
- Palm Beach
- Orange
- Duval (Jacksonville).

The paper explores the hypothesis that higher rates of pedestrian crashes are associated with:

- higher concentrations of elderly pedestrians
- lower rates of automobile ownership.

In addition, proximity to shopping opportunities and other daily activities is examined as a possible explanation of pedestrian crash locations.

Finally, the paper discusses issues involved in interpreting the results.

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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, and now perhaps 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, commuting distances may decline (Levinson & Kumar, 1997). Thus, sprawl — insofar as it permits greater mixing — may reduce excess commuting (Giuliano & Small, 1993).

Yet since the jobs that are growing most 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 through 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 United States and Mexico, the authors first determine the extent of excess commuting in different rings of the three regions.

Next, they use multivariate regression to analyse how job sprawl affects excess commuting.

Finally, they examine the relationship between commuting and job quality.

The findings have implications for:

- land-use policy
- transportation policy
- 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 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 have 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 the private 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 belief 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) have 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 process.

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 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. Additional research has examined

the effect of transportation on employment-related outcome measures such as transition to work or job tenure.

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 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 indicate large site-to-site differences in labor market conditions and travel conditions.

The paper evaluates outcomes experienced by riders by using non-experimental propensity score matching methods with comparison units from publicly available U.S. Census data.

The paper concludes with policy implications regarding the future of such targeted job access transportation programs.

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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 Bangkok have been made since the early 1970s. However, it was not until 1999 that the first mass transit system began carrying passengers, followed by a subway system in 2004.

A major reason for the low level of infrastructure provision has been unwillingness among government levels to commit public resources to metropolitan infrastructure.

Instead, public resources were dispersed across rural and smaller urban areas while private corporations were expected to provide infrastructure in Bangkok.

However, difficulties with private financing and the success of systems opened in 1999 and 2004 led to reassessment of public and private roles in mass transit finance.

The paper documents this shift through analysis of planning documents, media statements, and interviews with government representatives.

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## THE SOCIAL BACKGROUND OF TRAVEL CHOICES

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The effects of land use on travel behaviour have drawn interest of the academic community in the last 15 years. Studies have mainly focused on macro-scale characteristics such as density and land use mix.

Less attention has been paid to micro-scale characteristics such as street width, street networks, and design elements affecting walking and cycling.

This paper correlates green travel choices (walking and cycling) with urban and social parameters.

The hypothesis is that these transport modes allow social interaction and urban experiences not possible for car users and depend strongly on social and environmental conditions.

Case studies are Karditsa and Tricalla in Greece using surveys and behavioral observations.

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## NEW INSTITUTIONAL ECONOMICS & INFRASTRUCTURE COSTS

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Planning academics sense the relevance of institutionalism to planning discourse and practice.

This paper explores the strengths and limitations of new institutional economics, focusing on property rights and transaction costs as a framework for interpreting infrastructure implementation.

A transaction cost analysis of two contract forms governing highway project delivery is used to examine systematic underestimation of project costs.

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## USING GIS TO EXAMINE STREET PATTERNS

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Street network and street design have received increased attention due to the relationship between built environment and physical activity.

This poster demonstrates a GIS method for characterizing street patterns and indicators of street interconnectedness.

The method is applied to Portland MSA where different network types such as grid, loop, and cul-de-sac are analyzed.

Indicators are also compared with traffic and socioeconomic measures.

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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 there having

been major investments in rapid mass transit in China in the past decade. For instance, ten large cities in 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 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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(list of those in Chinese omitted)

## 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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## Track 12: Planning Education and Planning Practice

### 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 at the UNAM state that Urban Design offers a short-term perspective of physical improvement which brings into play sympathy and acceptance for the process of urban planning while reinforcing 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. In this way—and only in this way—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 stakeholders.

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 five years, but it does not say that it requires 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 through dialogue contribute to articulate academic proposals of practitioners, researchers 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 composed of professionals and technicians with a background in professional practice and/or research that makes them 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 the 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 and plan design projects are likely to become unviable and may produce a sense of failure and frustration for those who asked for them and conceived them (the citizens, planners or officials), a waste of time and money, due to the lack of a programmatic vision or because they do not have an adequate sense of timing and opportunity.

A better understanding between population demands, citizens’ information and executive 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 toward the quality of people’s life.

The advisor of the approved dissertation proposal (related to the city and its authors’ training) is PhD Prof. Jesús Aguirre Cárdenas and the email contact address is [abenitez@servidor.unam.mx](mailto:abenitez@servidor.unam.mx)

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## URBAN PLANNING PRACTICE AND EDUCATION IN BRAZIL: FROM THE “OLD” COMPREHENSIVENESS TO THE TRANS-DISCIPLINARY 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 ended in crisis and the consequent redefinition and relocation of the course within the university organization.

An assessment of the experiences of both planning practice and education in that period constitutes the first part of the article.

During most 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 into 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 transdisciplinary approach, which meant considering—besides the historical perspective—the political, social, spatial and 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 with 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 course 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.

Evidence for that comes from 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, *Đổi Mới*, to modernize its economy. The economic reforms since *Đổi Mới* 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 challenges, including the 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 national, district/provincial and local levels. These are socio-economic, sector and general (detailed) plans. However, all of them are drawn separately. As a result, planning development does not address the goals of the government and carrying out urban planning becomes unfeasible. Furthermore, there is inadequate participation of citizens and community organizations in the planning process.

That is the reason why it is very necessary to renovate the planning methods and processes and to build 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 the Vietnamese context, Hanoi Architectural University has changed the programs for training urban planners. Since the contents of this training include innovative cases and experiences, it is suggested that the training program should include modern elements of “teaching and training techniques” for adult education and training.

The training program has been changing drastically very recently and planning education is also required to reform and change the system and policy.

We will propose a new direction for 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 its 10 million inhabitants, has Lisbon, the capital, with about 2.5 million people in the metropolitan area, of polycentric and radioconcentric genesis. The development is linked to its territorial infrastructuring, attached to the natural element (in this case, the Tagus River), always present, as in many other European cities which suffer from similar problems.

The implementation of early developed planning tools constitutes Lisbon's present planning system — city and metropolitan area — with benefits coming from the articulation of physical and strategic planning. At several scales, and through top-down and bottom-up approaches, innovative methodologies of participative convergence appeared as a consequence of 30 years of evolution, decade after decade.

Examples can be shown, from the large interventions of the renewal process of Parque das Nações (World Exposition Expo '98 — 300 hectares), to the urban project of rehabilitation of Chiado (2 hectares).

Today the city planning is based on five elements:

- city of neighbourhoods
- city of innovation
- city of modernity
- city of culture
- city of competitiveness

These are supported by a global vision for the city — Lisbon 2012 Strategic Vision.

The metropolitan area regional plan tests a flexibility not yet fully explored by regional and local authorities, opening the quest for opportunities provided by the global economy.

Therefore, the aim of this paper is to understand the evaluation of the planning tools connected with territorial transformations affecting urban tissue, civic culture, economic dynamics and global competitiveness.

This research will focus on the articulation of strategies between plan typologies and paradigms. It seeks to understand how planning systems can achieve success in operations of renewal and rehabilitation of urban units.

Overall, by matching recent comprehensive urban theories with Lisbon's past decade practices, adaptive approaches can be set to regulate future practice.

This research intends to offer a new approach that is able to carry and explore past inherited benefits, aiming to face recent global challenges together with local community needs.

For other cities, a good example can be set — if not a reference — of how adaptive operative tools can be used in a cross-root structure, establishing a “remaking planning” attitude.

#### References

##### [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 the 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 has 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 United States offering an undergraduate degree in urban planning.

The curriculum set by UAEU also considers most of the criteria established 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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##### [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 now work increasingly in the private sector or as self-employed consultants. The technically competent planner advising decision-makers 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 to be able to work effectively in interdisciplinary teams managing complex projects. Albrechts (2005), among others, has argued that planners must learn to think creatively. While the planning education literature already contains a discourse on professionally relevant (new) skills and knowledge areas, this paper seeks to further the debate in light of emerging trends in higher education and government policies which so far have rarely been 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” (Miclea 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 not only to prepare students for self-employment but also 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
- c) explore how planning education could incorporate enterprise/entrepreneurial skills

In conclusion it is argued that merits exist for incorporating ideas of entrepreneurialism in planning curricula. Although 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 to course attractiveness. Engagement with this 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 between urban planning and other disciplines is the main purpose of this research. By using the SSCI original data for the period 1981–2000 from ISI and a common type of database (ACCESS 97) built by ourselves, we can identify the position of urban planning in the knowledge spectrum and understand the paradigm shift of the knowledge sources of urban planning during the last two decades.

The research includes two parts:

1. to explore the core journals of urban planning
2. to analyze the knowledge interaction between urban planning and other disciplines

Findings can be used for evaluating the knowledge position of urban planning and will also be helpful for academics to improve the future development of planning education programs.

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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 argued that the addition of some environmentally related courses to the syllabus is not enough to produce a true transformation of mentality, conceptions, values and behavioural patterns in planning students.

Therefore it is necessary to introduce the environmental dimension into the syllabus structure in an organic manner. This means that there must be a strong relation between natural factors and socioeconomic, technological and cultural ones attached to the particular contents of every course.

At last, it is generally stated that in the twenty-first century environmental issues will become the new professional integrating centre for planners and urban designers.

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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 the 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, such as 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 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, 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 practitioners into a learning process emphasizing users' participation.

We will present the 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

This paper briefly describes the advances in environmental modelling and simulation, culminating 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 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 present their ideas and concepts. In recent years, 3D (sometimes referred to as 2.5D) mapping using computers became possible through the use of digital terrain models (DTMs) and digital elevation models (DEMs) with hill shading.

Within specialist 3D drawing packages it was possible to “extrude” building footprints derived 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 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 in this way, but it enables them to better present their ideas of the built form as it fits into the wider planning context. These 3D models, however, did not exist in true georeferenced space. Instead they existed in unregistered “drawing board space.”

Thanks to a special academic agreement, 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 dataset available, the 1:1250 Land-Line Plus dataset.

A drawback is that this dataset is not completely GIS-ready and lacks functionality for use with 3D modelling. However, the Land-Line Plus data is currently being replaced by the MasterMap dataset, which is ideally suited to GIS in general and 3D GIS in particular. This paper demonstrates how linking the two software packages (ArcView and SketchUp) through recent plug-ins, in conjunction with the MasterMap dataset, provides a means of introducing students to 3D GIS.

The paper includes exciting and highly 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 URBAN AND REGIONAL PLANNING – THE BRAZILIAN CASE

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This study criticizes the economic and rationalist approach of Brazilian urban and regional planning and how this vision influences the teaching of this discipline. We emphasize the importance of considering sensitive aspects (those which bring emotion and touch the human spirit) and philosophical aspects (aesthetics, nostalgia and the essence of the human being) in the formation of planners.

In Brazil, a rationalistic tradition in the teaching of urban and regional planning has its origin in the strong influence of French geographers in the 1930s. Later, between the 1950s and 1960s, the Anglo-Saxon influence reintroduced neopositivist and theoretical-quantitative references consolidated by German geographers such as Walter Christaller and August Lösch, who related economic processes to the location of urban nuclei. Nowadays, in spite of the intense debate on environmental issues, the progress of critical geography (which incorporates social problems) and the diversity of topics affecting the quality of life of populations, there are still few discussions on these subjects or on aspects that go beyond economic rationality in urban and regional planning courses within Brazilian universities.

Here we propose to develop the teaching of urban and regional planning through a vision that combines economic rationality with elements that reinforce a sensitive relationship between humans and nature, breaking down the impositions of the capital market and reversing its logic of development of regional and urban spaces.

In that sense, utopian thought is used as a tool to rethink the design of cities and regional areas.

By understanding Utopia as a counterpoint to an established situation, we hope this approach can provide guidelines for the planning of cities. The utopian approach moves planning away from today's short-term mentality and attempts to place it in another dimension—more inclusive and deeper—capable of reconnecting society with nature and reinforcing the presence of the so-called “spirit of the place.”

Thereby, our expectation is a radical and deep change in the foundations of planning, which we believe could lead to a reversal 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 four-month course titled “The Urban Phenomena and the Cinema”, offered as an elective course in the city planning program at UNAM during the second semester of 2005.

This course was the result of a personal concern nourished by a fondness for cinema and complemented by my experience as a city planner and professor in the theory and history knowledge area, as well as by occasional meetings with film teams.

I am convinced that films can be a useful device to think about the city and to study the perception process of urban space in the learning progression of planning and urban design students.

The study of the relationship between city and cinema involves various knowledge fields. In fact, it represents a transdisciplinary approach that confronts the epistemological deficiencies of city planning as a discipline with scientific aspirations. In some specialized textbooks, junctions in knowledge have been identified that suggest the possibility of developing dialogue between disciplines such as sociology, psychology, film studies, semiotics and urban design.

This course allowed the encounter between students from city planning, architecture and communication (mass media) programs. Therefore, a first step toward new research paths was completed.

Beyond a detailed description of the teaching experience, the paper expands on the conclusions produced in the classroom in relation to:

- the movies considered and analyzed
- the depiction of the city throughout cinema history and movie styles
- the influence of film images on our perception of different urban spaces

All this confirms the usefulness of film as a document and an exceptional device for the study of the contemporary city.

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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 this 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 poorer nations. Also, some planning schools now regularly offer short courses abroad in conjunction with host universities in developing countries.

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 initiatives, which are generally considered worthwhile ways of internationalizing planning education.

Even though these efforts may have multiple beneficial effects for students as well as faculty in universities in both settings, their impact on the flow of knowledge production and dissemination remains unclear.

In fact, such efforts can even contribute to increasing inequality in knowledge flows if these joint ventures are not rooted in a critical assessment of the assumptions underlying problem analysis and policy prescriptions.

Hence, the purpose of this panel will be to learn from the experiences of faculty from both affluent and less affluent nations regarding knowledge co-production efforts that may be well intentioned but do not necessarily contribute to equalizing the knowledge production process.

Ideally, the impact of any effort—such as a joint studio—should be assessed by both participating universities. Lacking such joint evaluations, however, the panel will focus on individual assessments of these efforts by planning academics from both contexts. We assume that good formal evaluations, even by Western universities, are rare; therefore the panel will rely largely on experiential knowledge, which has yet to be codified and systematically verified.

I expect to invite no more than six presenters, preferably from different geographical regions of the world.

Countries that come to mind, based on literature on planning education, include:

- United States
- Canada
- Germany
- China
- India
- Mexico
- Ghana

Likely participants may include:

- 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)
- 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 lose 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 competencies. It enables engineers to reflect on routine engineering approaches and to create more innovative approaches when needed.

This article discusses 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 their ability to integrate physical planning and transport planning, which is one of the major policy themes in 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 consulting firms and within Departments of Transport of local and regional government. The framework for the project stems from theories on organizational learning and natural learning.

The article describes several principles of these theories and presents some experiences with this approach in the transport curriculum. The advice is partly based on the new standards for education currently 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 calls 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 the development of 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 gap.

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 North West 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, enabling 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
- In-depth workshops with stakeholders to test and develop training approaches

Possible mechanisms for supporting a network of facilitators will be evaluated through focus groups with trainee facilitators and participants. This will inform later exchange of knowledge among 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 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, and the political direction) change constantly.

This creates a great deal of uncertainty in urban renewal:

- substantive uncertainty – uncertainty about knowledge and values
- strategic uncertainty – uncertainty about the intentions and strategies of the parties involved
- institutional uncertainty – uncertainty about when, where and by whom decisions are made

(Koppenjan & Klijn, 2004)

Through learning, this uncertainty can be made more manageable. Learning in urban renewal networks helps actors respond to changes regarding:

- the content of urban renewal plans
- the strategies of the parties involved
- the institutional setting in which decision-making takes place

Learning can be defined as the creation of knowledge that is applicable in the activities of the parties involved (Argyris & Schön, 1996).

Studying urban renewal processes from a learning perspective is a relatively new approach. As far as the author is aware, no research projects on this topic have been carried out before.

This calls for an exploratory research project, and for the examination of theories and empirical studies that can help define and structure such research.

In this paper, a theoretical framework is presented on which a research project on learning in urban renewal networks can be based. The framework uses concepts and insights from relevant perspectives such as:

- policy-oriented learning
- social learning theory
- knowledge management

Empirical studies on learning carried out in several types of organizations are reviewed. Based on these studies, a methodological approach for research on learning in urban renewal networks is proposed.

An important element of the methodology is the distinction between four key steps toward learning:

1. the (collective) acquisition and development of knowledge
2. the mutual sharing of knowledge
3. the use of relevant knowledge available
4. the evaluation and retention of the knowledge gathered

(Huber, 1991)

This paper forms 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 A DOUBLE MASTER DEGREE PROGRAM BETWEEN  
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In the past, developing curricula for planning education in developing countries, in order to set up a degree program, often meant asking for assistance from Western universities.

The framework was typically based on Western planning perspectives, which were then adapted to the social and cultural context of developing countries. Most of such collaborations tended to ignore the potential benefits of understanding both worlds. This framework is no longer appropriate, as globalisation in the planning discipline has become inescapable.

Recently, scholars have argued that the dualistic views of planning in rich and poor countries should be seen as a strength for planning education, especially given that education itself is becoming increasingly global.

The trend toward global education is clearly visible, and collaborations between universities in developed and developing countries are becoming more common. These collaborations are driven not only by financial considerations but also by the growing interconnectedness of economic, environmental, social, and cultural development, which now transcend national borders.

Within this framework, this paper discusses the development of the curricula of the Department of City and Regional Planning at the Institut Teknologi Bandung (ITB) in Indonesia.

The paper reviews:

- the establishment of the department in 1959 with assistance from the United Nations
- the development of a Master's degree program in 1982, with assistance from the Development Planning Unit, University College London
- and, more recently, the development in 2002 of a Double Master Degree Program in collaboration with the Faculty of Spatial Sciences, University of Groningen (RUG), the Netherlands

It is argued that planning education curricula developed in response to changing planning contexts—both national and international—should enrich students not only with analytical, technical, and socio-political knowledge of local conditions in developing countries, but also with knowledge of planning practices in developed countries.

Combining these two types of knowledge will enhance students' 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 Asian Planning Schools Association (APSA) held at Universiti Sains Malaysia in Penang.

The conference revealed the different situations around 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 several 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
- career competition from other disciplines

Although positioned at different stages of development, the paper argues that the urban planning academic community worldwide is on the verge of entering an era of “Theory of Planning”, moving beyond the traditional focus on “Theory in Planning.”

The paper further discusses the need for a systemic approach to establish a space-oriented theoretical framework for urban planning, one that embraces the principles of habitat.

It particularly emphasizes that Asian planning academia must fully comprehend contemporary challenges and take them as the starting point for future research:

1. the environmental challenge of natural resource depletion
2. the challenge of intensive urbanization
3. the challenge to incentive structures under global competitiveness
4. the social challenge of societal transformation
5. the changing nature of space due to new information technologies

The authors therefore call for the Asian urban planning discipline to strive for international status in research and theory building, while remaining valid in an Asian context and contributing to a 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 are problem-based learning and case studies to planning education and practice?

Both are forms of experiential learning in which students tackle practical problems as a stimulus for learning. Teachers guide students as they make sense of information and experience through the 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 twenty pages or more.

Two common types of cases are represented by the Harvard Business School model and the MIT Kennedy School model.

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?”

This approach encourages an open-ended discussion.

The Kennedy School model presents a more tightly structured case. When students are asked what they would do, the instructor typically has one or two solutions in mind, making the discussion less flexible.

Relevance of the Work

Planning education encourages students to engage in problem-solving and analysis.

Problem-based learning engages students in complex analytical skills, as well as critical thinking and writing skills.

Boud and Feletti suggest several benefits of problem-based learning that are also relevant for planning education:

1. Students learn most effectively when they are actively involved and when learning occurs in the context in which knowledge will be used.
2. Students are able to grasp concepts quickly, effectively, and independently when necessary.
3. Problem-based learning has “high face validity for practitioners,” who view this learning approach as consistent with professional practice.

Implications for Planning Practice

Most planners are engaged in addressing and resolving problems.

Case studies involve examining the facts of a situation, analyzing them, and identifying implications for action. This process closely parallels the actual planning process and the day-to-day activities of planning professionals.

#### Key Data

Cases will be used to illustrate examples of both successful and less successful applications.

A successful example involves a case study on the development of a community park in East St. Louis, Illinois. Students conducted a mock town meeting based on the case materials in order to design the park.

A negative example involves the elimination of bus service in a residential neighborhood in Tempe, Arizona.

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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 in 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. It is often the norm that the lecturer will:

- field difficult questions
- correct matters of fact
- restart discussion when it falters
- and generally make sure that 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 actually the lecturer.

The net result is that students do not get the quality of seminar preparation and presentation experience that would be most useful.

To shift the responsibility for the success of student-led seminars clearly to the students, we have become non-participant observers when the seminars are presented.

Students (in groups of three or four):

- choose a contemporary planning topic on which to focus their research
- prepare a polished paper for their audience prior to the seminar
- and, importantly, prepare a two-hour seminar

The seminar aims not only to impart information but also — and especially — to encourage audience participation and 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 the 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 different 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 the 75 developing nations with populations greater 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.

### Theoretical Background

This paradigm shift is informed by three theoretical propositions in the literature.

#### 1. Efficiency argument

Decentralization reduces the inefficiencies associated with centralized, state-controlled development.

#### 2. Democratization argument

Moving decision-making authority from central and local government bodies to communities promotes democratization of planning and governance.

In this context, democratization refers to:

- increased citizen control over the planning process
- control over resource allocation
- influence over development outcomes

### 3. Collective action capacity

The outcomes promised by the first two propositions are more likely in communities with strong capacities for collective action.

#### Limitations of Existing Research

A major weakness of this theoretical model is that research on community-level collective action has largely focused on three areas:

- management of common-pool environmental resources
- rational choice models of human behavior
- empirical evidence drawn primarily from rural areas

Furthermore, these studies often ignore the political dimensions of collective action, especially:

- social movements
- political opportunity structures
- elite capture

#### Aim of the Paper

The paper critically reviews three related bodies of literature to establish a more comprehensive theoretical framework for evaluating decentralization:

1. Collective action and social capital
2. Social movements and political opportunities
3. The emerging literature on elite capture

Although these literatures share areas of overlap, they are often analyzed independently. In isolation, each offers an incomplete understanding of the risks and opportunities communities face under decentralization policies.

Bringing these literatures together helps 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 fifty 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
- the 1996 U.N. Urban Summit in Istanbul

international organizations identified local authorities (rather than central government agencies) as the lead agents for achieving sustainable development.

Today, no fewer than 65 of the 75 developing nations with populations greater than five million have an active decentralization policy (Dillinger, 1994).

Despite the global dimensions of decentralization, there is a lack of robust analysis regarding the dramatic transformation that decentralization implies, including changes in:

- the responsibilities of the state
- local planning and governance structures
- the private sector
- civil society actors

The papers in the proposed panel address this gap through diverse empirical examples.

The papers include:

- national case studies
- community-level case studies
- critical examinations of the theoretical propositions that underpin 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 into the effects that large Latin American cities have experienced as a result of their governments' intentions to reorganize their territories in order to ameliorate regional disparities and poverty indices, and to analyse some of the consequences of these policies.

This purpose has led to the examination of a substantial 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 studies discussing the responses of the most important urban social actors involved in urban growth, especially the industrial sector, which has been one of the most dynamic and representative sectors during the processes of industrialization and urbanization in Latin America.

This analysis considers developments before and after the implementation of the neoliberal paradigm under structural adjustment programmes, which began to be implemented in the region during the late 1970s and the 1980s.

It also considers the emerging concern regarding the diverse roles played by different types of industries in the global production chain, including the interlinking of processes of:

- production
- trade
- employment and occupations

generated in the daily life of these cities.

### Structure of the Paper

The paper is divided into three sections.

#### 1. Theoretical framework

The first section establishes theoretical foundations for discussing government decisions to reorient industrial location and investments toward less populated and less developed areas.

These policies aim to offset the unequal distribution of income and regional development among populations.

This section also discusses elements often missing from policy decision-making in Latin America, including:

- social participation
- effective policy implementation

It analyses the consequences of the absence of these elements.

## 2. Comparative experiences

The second section analyses government experiences in Latin America, including:

- Brazil
- Venezuela
- Colombia

These cases are compared with the Mexican case of the Metropolitan Zone of Mexico City.

## 3. Conclusions

The final section develops conclusions suggesting that Latin American governments have often failed to consider social participation and implementation in policy design. As a result, territorial reordering policies may produce outcomes different from those intended, particularly regarding the redistribution of regional wealth and the reorganization of 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 demonstrated by the ever-increasing diffusion and replication of so-called “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 and policymaking.

Two new participatory planning arrangements — the Strategic Plan and the Participatory Budget — were introduced in recent years in Buenos Aires. A distinctive feature is that both are modeled on foreign experiments.

- The Strategic Plan largely borrows from the Barcelona model of strategic planning.
- The Participatory Budget is a replica of Porto Alegre’s well-known participatory budgeting initiative.

However, there is growing recognition among scholars that “institutional monocropping” rarely produces the desired outcomes and often fails to take root in new environments. For example, the exportation of the Barcelona model of strategic planning to Latin American cities has produced few convincing results. While the model’s participatory methodology is supposed to create an inclusive and consensual vision for the city, large segments of the urban population have often been excluded from the planning process.

#### Research Questions

This paper seeks to address several questions:

- To what extent has the importation of participatory planning blueprints produced the intended results in Buenos Aires?
- How appropriate were the imported institutional designs for local political and institutional conditions?
- What broader lessons can be drawn for the practice of international planning transfers?

#### Argument

The author argues that participatory planning initiatives must emerge from local political dynamics in order to succeed.

In the cases of Barcelona and Porto Alegre, participatory schemes developed organically within local political contexts, which gave them institutional depth and legitimacy.

In Buenos Aires, by contrast, participatory planning initiatives have often been emptied of their substantive content, because policymakers reproduced the formal institutional structures without reproducing the underlying political processes and social dynamics that made them effective.

#### Methodology

This paper is drawn from a doctoral thesis currently in progress.

The theoretical approach is grounded in new institutional theory, with particular emphasis on:

- institutional change
- institutional design

Primary data sources include:

- 60 semi-structured interviews
- transcripts of strategic planning and participatory budgeting meetings prepared by the author

Secondary sources include reports produced by:

- local government agencies
- academic institutions
- non-governmental organizations (NGOs)

PhD Supervisor: Dr. Andy Thornley, London School of Economics

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## THE FUTURE OF RURALITY UNDER GLOBALIZATION

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What can be said, thirty years later, about the two main hypotheses launched at the beginning of the 1970s regarding the destiny of rural regions?

Scientific evidence shows that the dynamics of some of these areas, as local responses to globalization, do not confirm the extreme conjectures of either “complete urbanization” or a “rural renaissance.”

Natural amenities that are driving changes in rural population patterns, together with an urban–rural shift in enterprise behaviour, may be indicating a new pattern of territorial employment distribution.

This also implies the emergence of a new pattern of rural development.

In short, this paper argues that Henri Lefebvre (1970) and Bernard Kayser (1972) were both mistaken in their predictions regarding the future of rural regions.

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## HOW CHANGES IN GOVERNANCE AFFECT THE SHRINKING GLASGOW CONURBATION

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The Clydeside conurbation, including the city of Glasgow, is one of the seven large conurbations (outside London) in Great Britain.

After being named “The Workshop of the World,” this particular conurbation later became renowned as an example of a Rustbelt region.

Indeed, from the end of the last century until now, economic and demographic decline has been an everyday problem that local authorities have had to tackle.

The industrial and post-industrial processes have significantly shaped, unshaped, and reshaped the economic and social landscape, though not without encountering some resilience.

During the last fifteen years, Scotland has undergone a process of devolution. Earlier local authority reorganizations had already 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, though not necessarily to cooperate.

## Research Focus

While analysing the effects of shrinkage—both economic and socio-spatial—the paper addresses the following questions:

- How do changes in governance affect patterns of shrinkage?
- How do these changes influence the capacity of local authorities to respond to such problems and plan their futures?

## Structure of the Study

The study first analyses the governance factor at the scale of the Glasgow City Council. It examines the knock-on effects of the reorganisation of local authorities, highlighting:

- political aspects
- financial aspects
- socio-spatial consequences

In particular, it investigates how economic growth and shrinkage within the Glasgow boundaries are compounded by new governance arrangements.

The analysis then expands to the conurbation scale, where—except for the demographic case of East Renfrewshire—all councils are experiencing population shrinkage.

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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 decisions.

Social capital, defined as a resource available to individuals that emerges from group interaction based on trust and cooperation, has the potential to be an important element in strengthening public participation.

In short, decentralization may be more successful in communities and cities where positive social capital flourishes.

## Theoretical Argument

In this paper, we argue that a useful theory of social capital consists of three components.

### 1. Structure of social ties

As observed by sociologists and economists, social capital depends on:

- the form and strength of ties within groups
- the connections between groups
- the norms and behaviours of individuals identifying as members of these groups

However, both group characteristics and individual behaviours are highly variable.

### 2. Structural and spatial dynamics

The variation in group characteristics and individual behaviour related to trust, participation and collective action is influenced by structural and spatial dynamics, particularly:

- gender relations
- spatial location

### 3. Conflict and asymmetric reciprocity

The third element concerns the role of conflict and asymmetric reciprocal relationships. While there is increasing interest among public health researchers in the role of conflict in social capital, there has been relatively little work among social scientists examining the relationship between conflict, asymmetry, and social capital.

Both conflict and asymmetry may disrupt the cooperative processes and outcomes often assumed in social capital theory. They therefore represent a crucial yet underexplored dimension of social capital.

### Research Design

The fieldwork underlying this study was conducted over several years (2000–2004) in two Southeast Asian cities:

- Bangkok, Thailand
- Ho Chi Minh City, Vietnam

The analytical approach combines three types of primary data collection:

- experimental games
- survey research
- in-depth interviews

This combination of very different forms of data allows the authors to conduct data triangulation and comparative analysis.

Even for urban scholars studying developed and industrialized countries, such comprehensive and intensive analysis is relatively rare.

### Implications

The paper demonstrates:

- how social capital can be measured
- how it can be used to increase public participation
- how it can help leverage resources within communities

The authors also seek to provide guidance for planners and policymakers engaged in decentralization, particularly regarding how to sustain social capital when decision-making authority and resources are devolved to local levels.

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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 once hosted much of the social, commercial, and political life of the city. These deteriorating security conditions affect 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 intended to address Mexico City’s problems of crime and public insecurity. As had been proposed in a variety of other Latin American cities visited by Giuliani’s consulting team, the proposal offered a relatively generic program of reform built around the supposedly 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”, but also suggested the criminalization of certain public behaviors. In addition, it made recommendations for police reform that called into question the distinction between public and private policing in downtown areas.

The Giuliani plan was criticized by many who objected to the large sums of money—4.3 million dollars, according to newspaper accounts—that were to be paid to the Giuliani consulting team. Nevertheless, it also generated considerable enthusiasm among local officials and other key social actors, including:

- land developers
- multinational business executives

- large commercial proprietors
- tourist-related firms
- some sectors of the middle class

This paper examines the controversy surrounding the invitation extended to Giuliani and the subsequent implementation of key proposals from his consulting team. One of the principal consequences of these measures was the restriction of public access to downtown spaces rather than its expansion.

In addition to explaining why an advocate of “zero tolerance” policing was invited to Mexico City under the administration of a left-populist mayor from the Partido de la Revolución Democrática (PRD)—a government that came to power with the support of the urban poor and a commitment to democratic inclusion—the paper examines the social, political, and security dynamics that led to the acceptance of the “broken windows” strategy.

It also explores the longer-term implications of this policy for policing, criminality, and the future of public space in Mexico City.

Empirically, the chapter raises questions about the origins of the public-private political coalition that supported the Giuliani project, and about how the democratization of local politics and federally imposed fiscal decentralization policies made this alliance of unlikely partners possible.

Theoretically, the paper links both the problems of downtown policing and rising crime—and the policy solutions currently proposed to address them—to processes of globalization and liberalization, and to their combined impact on downtown land use and access to public space in Mexico City and in Latin American cities 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 the 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 resulting from internal migrations and an unjustifiable governmental lack of perspective have become uninhabitable.

To what extent 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 that takes into account the concept of quality of living as a fundamental goal of the planning model is therefore needed.

Through this research, I try to demonstrate 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 will be observed that urban design responds to diverse cultural conceptions in which the idea of quality of living is not always integrated.

In Madrid, for instance, urban plans are oriented toward the creation of an environment that strengthens this idea. Meanwhile, the city of Hong Kong has been conceived as a place where the existence of natural zones is often subject to the financial and productive aspirations of its residents.

Finally, in Mexico City, where urban growth has for decades been disorderly and uncontrollable, urban plans are idealized and lack any real possibility of enforcement. In this paradigmatic Latin American city, the concept of quality of living is largely absent, thus producing an increasingly uninhabitable urban environment.

The relevance of this study lies in the transition from the predominant modernist paradigm toward a postmodern and reflexive approach grounded in ecological considerations. At this moment in time, urban studies must challenge traditional perspectives and place the environmental dimension at the center of analysis.

Today, the design and planning of contemporary cities are not solely public functions but tasks that must be undertaken while taking into account the participation of citizens, who play a decisive role in inducing change.

The conception of quality of living held by citizens depends on their perception of social problems and their aspirations regarding the environment in which they wish to live.

Among the key data sources used to support this research are:

- reports published by the Asian Development Bank concerning the Millennium Development Goals and Environmental Sustainability
- publications produced by the European Environmental Agency
- 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 1990s, the urban agenda promoted by international financing agencies was viewed by progressive sectors of Brazilian society as something that almost never matched the claims of popular movements.

From the 1990s onward, however, a certain convergence began to emerge between these agencies — which had by then become largely naturalized within national public life — and social movements, at least in terms of the regulatory tools proposed for urban development.

For instance, we can mention the generalized demand for public participation or the process of transforming the illegal insertion of the poor into legal urban property, both of which are defended by these two actors.

The aim of this paper is therefore to understand what I call two stories and the Brazilian city. On the one hand, there is the process and the objectives envisioned by the rules established in the Statute of the City (approved in 2001). On the other hand, there is the background and the objectives of the recent urban agenda promoted by international urban agencies.

Are these two agendas the same?

The text forms part of an ongoing research project that analyzes the key documents produced in both contexts. After examining their themes and objectives, three main oppositions in their operating logic can be identified:

- politics vs. macro-economy
- sensitivity to concrete social subjects vs. normative rules and the avoidance of the local level
- past and present social temporality vs. 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 even in regions characterized by overall urban growth at the metropolitan scale. Within the Paris region, cities located in the first suburban ring have experienced in recent decades a process of shrinkage and its dramatic social and urban effects. The first ring of Paris suburbs developed from the late nineteenth century and became the location of a strong industrial infrastructure and a large working-class population. During the 1960s, the post-industrial transformation of the Paris metropolitan region had major consequences for this area. Most cities in the first suburban ring began to lose both population and employment. At the same time, the overall metropolitan area continued to grow, with the outer suburbs of Paris gaining population and a significant number of jobs.

City shrinkage had very strong socio-spatial effects. As unemployment and poverty rose dramatically, local governments faced increasing difficulties—given their declining fiscal base—in maintaining a high level of services and public amenities.

Shrinkage in the first suburban ring also led to an accentuation of segregation processes at the metropolitan scale. Middle-class households moved out of these parts of the suburbs to settle in the outer periphery of the region.

At the same time, the growing concentration of immigrant populations, low-income households, and unemployed residents in depressed neighbourhoods produced an accumulation of social problems—dramatically revealed by the November 2005 riots.

#### Research Questions

The paper addresses several questions:

- How can local processes of shrinkage be related to urban growth processes at a larger metropolitan scale?
- What are the effects of shrinkage in terms of economic transformation and socio-spatial evolution?
- How can local governments react to and manage city shrinkage?

#### Case Studies

The study focuses on three cities in the Paris suburban ring:

- Saint-Denis
- Montreuil
- Issy-les-Moulineaux

Since the 1960s, the decentralization of manufacturing activities combined with the shift toward a service-based economy has led to significant employment and population losses in these three cities.

Despite their shared context, local governments responded very differently. Due to divergent political choices, local policies followed different trajectories, producing contrasting results in terms of social, economic, and urban development.

The paper contributes to the session by analysing patterns of shrinkage that are comparable to those observed in other national contexts. Both the processes of shrinkage and the strategies developed to address them will be examined through an international comparative perspective.

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## PRACTICES IN HYBRID WORLDS

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This paper forms part of a broader project that seeks to rethink urban planning from perspectives at least partially rooted in the global South. It shows how thinking—literally and/or metaphorically—from a place outside the global core can produce ideas about cities and planning that both connect with and challenge representations that originate in the global North.

Major cities in the global South—São Paulo, Mumbai, Mexico City and Shanghai, among others—are dynamic spaces for the development of hybrid thought and practice, as they reveal the intersection between global designs and local histories and cultures.

This paper examines the urban world through the specific prism of Johannesburg, South Africa’s largest and most culturally diverse city. It explores what “thinking from Johannesburg” might mean for the theory and practice of urban planning.

Conceptually, the paper draws on postcolonial theory and literature, particularly the notion of hybridity. It also engages with a growing body of literature that challenges the conventional representation of Johannesburg as a divided and fragmented colonial/apartheid city. Instead, this newer perspective presents the city as a place of movement and transformation—a dynamic postcolonial space constantly producing new and hybrid urban practices.

The paper argues that thinking about planning from Johannesburg requires understanding the creative process of constructing “cityness” at the intersection of:

- multiple rationalities
- cultural representations
- everyday cultural practices

The discussion is then illustrated through a concrete example of a design intervention in inner-city Johannesburg. The example demonstrates that successful planning requires the ability to engage transversally with multiple rationalities, including:

- the rationalities of the corporate world
- the rationalities of ordinary urban citizens

The latter are often expressed through complex and largely hidden networks of informal rules and practices.

Finally, the paper proposes a “stereoscopic perspective”—to use Edward Said’s term—in which planners simultaneously:

- influence the decisions of large economic actors toward more just and sustainable outcomes

- support and build upon the everyday practices of urban citizens, many of whom are poor and vulnerable, but who have developed strategies to reduce risk and create a degree of stability in their lives.

Methodologically, the paper combines engagement with a new body of theoretical literature and a case study based on 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 specific urban design projects in these cities within broader theoretical debates on culture, urbanism, and globalization.

This research argues that a unique synergy arises from the combination of:

- visionary, broad-based, and continuous leadership
- comprehensive, coordinated, and enforceable urban policies and plans
- empowering, inclusive, and sustained citizen participation

Together, these factors can produce extraordinary results in urban planning processes.

Curitiba and Portland have benefited from strong leadership and effective planning policies. However, both cities have faced difficulties in the realm of citizen participation—either through a deficit of participation or through an excess of it, or through the mismanagement of participatory processes. These issues have at times hindered certain planning initiatives or placed their governance models at risk.

The study suggests that there are both quantitative and qualitative dimensions of citizen involvement that contribute to effective democratic planning:

- Too much participation may complicate and even halt decision-making and implementation processes.
- Too little participation, or poorly managed power-sharing mechanisms among stakeholders, may delegitimize the planning process and render it ineffective.

The research also establishes empirical connections between governance and urban practice in both cities.

By examining specific housing, cultural, and corporate development projects in Curitiba and Portland, the study shows how these cities have used urban design as an instrument to achieve both local social control and global visibility.

These urban design initiatives act simultaneously as:

- catalysts for the negotiation of knowledge, power, and social identities in the era of globalization
- products of the conflicts and negotiations that shape urban governance

The study contributes a theoretical and empirical analysis of how politics operates within planning at the local and regional scale, and how such knowledge can be applied to improve the quality of urban environments and governance processes.

Finally, it advocates the development of more context-sensitive planning and design models, grounded in a deeper understanding of governance and its relationship with urban culture and the built environment in specific places and historical moments.

Such an approach may help societies become more inclusive in the design, management, and implementation of 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 the 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 together constitute a gender system (for example 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, these processes introduced new political and production systems that disturbed traditional power structures and created

opportunities for women to challenge existing gender contracts—especially the marriage contract, which had historically been used to subordinate women. The paper further observes that although women have made significant inroads into domains traditionally dominated by men, new forms and sites of female subordination have also emerged. These developments are largely due to gender inequalities in access to and control over critical resources, including:

- land
- financial capital
- modern technical skills
- formal employment

as well as the continued dominance of men in community and state institutions. Using Lobatse as a case study, the paper examines gender contracts that have developed as a result of men's takeover of construction activities, which were traditionally undertaken by women in Botswana.

The study notes that men now dominate construction work and also control:

- access to land
- building skills
- housing finance
- the overall self-help housing process in Lobatse

As a result, women are often pushed into subordinate positions from which they must 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 megacities or the spread of global cities as command-and-control centers of the global economy. It is equally about rapidly growing smaller cities that serve a variety of significant roles in peripheral regions.

It is in these small cities, often with populations below one million, that the majority of urban residents live—and will continue to live—and where the pace of urban growth is frequently greatest.

Yet much of our urban theorizing, as well as the planning practices and governance models we promote, is based largely on our experience with large metropolitan cities. Mapping and analyzing the diversity of urbanization patterns and institutional arrangements is therefore an urgent task. This is particularly important in light of:

- growing inequalities between sub-national regions, and
- the massive investments currently being made by national governments and multilateral agencies to develop infrastructure in the name of sustainability.

The paper draws on a range of secondary data sources to argue that far greater attention must be devoted to small cities and their surrounding regions.

Doing so requires us to reconsider:

- the conventional categories of urban and rural,
- our understanding of territorial boundaries, and
- the ways in which global processes intersect with local dynamics.

The argument also draws on preliminary findings from an ongoing research project that seeks to understand urban transformations and the continuing vitality of a small city region in south-western India.

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A “SECONDARY DOUGHNUT EFFECT”: A SHRINKAGE PATTERN IN THE SÃO PAULO METROPOLITAN AREA

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Different patterns of transformation can be identified in every metropolitan area. New “centralities” have emerged as a result of urban sprawl, and the so-called “doughnut effect” occurs in different forms.

During the last decade, several areas within the expanded territory of the Metropolitan Region of São Paulo have experienced what may be called a “secondary doughnut effect,” characterized by strong intra-metropolitan migration.

This study focuses on two cities located along the Tamanduateí River Corridor, a former railway corridor, which have experienced economic and demographic decline since national transportation policies shifted from railway systems to highways.

These two metropolitan centers are São Caetano do Sul and Santo André, cities located in the Tamanduateí River plains. These areas developed in the early twentieth century as important industrial zones due to their strategic location near the railway connecting the city of São Paulo to the port of Santos.

Since the 1980 census, São Caetano has experienced an absolute decline in population. Between 1980 and 2000 the city lost approximately 23,000 inhabitants.

Santo André continued to grow during the same period, but at a much slower rate compared with the metropolitan region as a whole.

In the 1940s, federal policies aimed at shifting the transportation system from railways to road networks led to the construction of a highway linking the metropolis to the ocean. This represented the first step contributing to the shrinkage of São Caetano and Santo André.

Both workers and major industries gradually moved closer to the new highway, leaving behind large blighted areas along the former railway corridor in the river plains.

Despite this shift, several smaller industries remained, and the cities managed to gradually transform their economic base toward the service sector during the 1970s, 1980s, and 1990s.

However, because of the limited territorial size of these municipalities, land prices increased significantly, triggering a process of gentrification. Lower-income residents have been displaced to other municipalities, especially toward areas surrounding water springs and reservoirs at the edge of the metropolitan region, where slums and informal housing settlements have proliferated due to the possibility of acquiring land and housing.

Although the massive loss of industrial employment in São Caetano and Santo André—about 45,000 jobs between 1990 and 1999—did not completely dismantle their industrial base, which now operates in a more fragmented form, it has become necessary to identify new development strategies to address:

- the remaining blighted industrial areas, and
- the “secondary doughnut effect” produced by gentrification and intra-metropolitan migration toward the metropolitan periphery.

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*Ética, Planejamento e Construção Democrática do Espaço – Tema I: Escalas de poder e novas formas de gestão urbana e regional.*

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 and multi-dimensional concepts of “sustainability” and “sustainable development” (SD) are examples of widely used buzzwords that have gained popularity precisely because of their vagueness.

Sustainable development can therefore be used to support a wide variety of agendas, often functioning as window dressing or political spin.

These concepts have many potential meanings. Among the more established interpretations are:

- intergenerational equity
- the Green Agenda
- the integration of economic, social, and environmental sustainability

Less widely established are interpretations such as:

- intra-generational or inter-species equity
- the integration of economic, social, physical, institutional, technical, and environmental sustainability
- the idea of sustainable development as a bridge between the Green, Brown, and Red Agendas

There exists a continuum of possible conceptions of sustainability and sustainable development, ranging between polar extremes such as:

- weak vs. strong sustainability
- anthropocentric vs. ecocentric perspectives
- egalitarian vs. non-egalitarian approaches
- narrow vs. broad interpretations
- bottom-up vs. top-down frameworks

The focus of this paper is to examine how South African policies and Integrated Development Plans (IDPs) engage with the concept of sustainable development. Since 1996, IDPs have been promoted as important instruments for addressing South Africa's development challenges. However, in practice they are often more concerned with budgetary planning than with the built or natural environment. The manuals and IDPs frequently ignore contexts characterized by complexity, diversity, conflict, and rapid change, instead relying on rational, technocratic, systems-oriented planning approaches, combined with limited forms of public participation. An analysis of sustainability language in these documents shows that the concept is often used as jargon and rarely unpacked. Even when specific meanings of sustainability are proposed, the action plans rarely correspond to those interpretations. Issues of diversity and underlying disagreements related to sustainability are seldom explored, and many IDPs can therefore be described as "lowest common denominator" plans.

A more appropriate alternative would be to combine technocratic planning approaches with communicative and collaborative planning, drawing on concepts such as:

- deliberative democracy
- deep democracy
- participatory and community-based planning

Addressing complex developmental challenges often requires the deliberate reconstruction of social reality through collaborative social learning.

Local action toward sustainability therefore requires the construction of locally grounded meanings of sustainable development, shaped by grassroots participation.

Deep-seated conflicts and diverse perspectives within the sustainability paradigm must be openly explored rather than ignored.

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## STRENGTHENING CITY DEVELOPMENT STRATEGIES: CHALLENGES AND INNOVATIONS

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Research Themes

This paper examines how City Development Strategies (CDS) in developing country cities could be made more effective.

City Development Strategies, sponsored by the Cities Alliance, are intended to enhance urban performance on a sustainable basis, with particular emphasis on linking urban economic growth and poverty reduction objectives.

This research identifies common pitfalls in CDS practice across different regions and examines innovative responses to these challenges. Based on this analysis, the paper develops a set of recommendations aimed at improving the usefulness and positive impact of City Development Strategies in enhancing urban performance.

Research Approach

The research incorporates lessons learned by the Cities Alliance to date and combines these insights with broader, cutting-edge knowledge and experience related to good planning practice.

The analysis is based on comparative cross-national case studies, including both:

- case studies funded by the Cities Alliance, and
- examples outside the program.

Relevance

(i) The lessons derived from this research have direct implications for a large number of cities. Since its creation in 1999, the Cities Alliance has been involved in approximately 160 cities worldwide, and its initiatives have been linked to more than 6 billion dollars in investments.

(ii) The need for cities to engage in City Development Strategy processes is increasingly important. In order to confront the challenges posed by:

- unprecedented rates of urban growth,
- increasing urban poverty, and
- growing uncertainty in the external environment, which places greater emphasis on urban resilience,

cities must plan strategically in order to make informed choices about their futures. A City Development Strategy supports this critical decision-making process, with particular focus on implementation.

(iii) There has been new learning related to urban strategic planning, much of which has emerged through networking among cities. Consequently, there is a need to update and strengthen methodological guidelines so that they reflect this evolving knowledge.

(iv) Within the academic community, research examining the relationship between urban strategic processes and urban performance remains surprisingly limited. This represents a significant gap, given the potential value of reflective and objective research on such an important topic.

This paper seeks to begin filling this gap.

Key Data Sources

The paper draws on research conducted by the author and Douglas Webster between September 2005 and January 2006 as part of the project *Preparation of Guidelines for City Development Strategies*, commissioned by the Cities Alliance.

Key data sources include:

- a review of previous CDS analytical and evaluation studies
- a review of innovative city development strategies—such as those implemented in Prague, London, Glasgow, and Mumbai—outside the Cities Alliance program
- a review of current international literature on urban strategic planning processes

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Washington, DC, July 17.

**PATTERNS OF URBAN SHRINKAGE – A GLOBAL COMPARISON**

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Under the aegis of the Institute of Urban and Regional Development (IURD) at the University of California, Berkeley, the international Shrinking Cities Project Group has been addressing a research topic that remains largely underrepresented in comparative planning: shrinking cities in a global perspective.

This pre-organized session presents and discusses patterns and processes of urban shrinkage through examples from Brazil, the United States, France, Great Britain, and Germany.

By tracing typologies of urban shrinkage, the session contributes to an international dialogue about urban transformation and decline.

The phenomenon of shrinking cities is a multidimensional process, affecting cities, parts of cities, or metropolitan areas that have experienced dramatic decline in their economic and social foundations.

A common denominator of shrinking cities worldwide is their embedding within the broader context of globalization. Urban decline and the loss of employment opportunities often reinforce each other in a downward spiral, resulting in population out-migration.

Comparative Perspective

A comparative perspective is essential to the project, as the phenomenon of urban shrinkage appears globally, albeit within different cultural and socio-economic contexts.

Local patterns of urban population change and economic transformation have become increasingly diffuse and fragmented, and the forms of shrinkage vary considerably.

Examples include:

- the classic “hollowing-out” or “doughnut” shrinkage pattern seen in cities such as Pittsburgh (USA) and Glasgow (UK)
- urban perforation, observed in eastern German cities such as Leipzig
- suburban shrinkage with a stable central city, as seen in Saint-Denis, Montreuil, and Issy-les-Moulineaux in the Paris region
- a “secondary doughnut” pattern, identified in the metropolitan region of São Paulo, Brazil

The experiences of shrinking cities present a picture that is complex and diverse, but at the same time they encourage comparative metropolitan research.

The project situates shrinking cities within a global perspective, providing the basis for in-depth case studies and fostering a shared learning process among researchers.

#### Key Research Questions

The session explores several key questions:

- How does urban shrinkage occur, which parts of the urban fabric are affected, and is it possible to develop a global typology of shrinking cities?
- To what extent do local historical and institutional contexts influence the shrinkage process?
- Which policies and strategies have been implemented to maintain or restore sustainability and quality of life in shrinking cities, and are these approaches comparable across contexts?

This session is linked to the pre-organized session “Different Planning Approaches to Deal with Shrinking Cities”, presented in Track 6.

Presenters (in order of presentation)

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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 to 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. the 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 case 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 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 critiques have been co-opted 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 mean to its alleged beneficiaries? What does development look like when viewed from the periphery of the world-economy?

Addressing these questions, this paper develops 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 critics have highlighted the internal inconsistencies of the notion of development and have proposed alternatives, what is missing in the literature is what ordinary people have made of this discourse: how they have created their own social and spatial practices within the larger discourse.

Following James Scott (1985), the paper highlights how ordinary 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 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 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 arises 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 specimens of the relationship among the observed eco-landscapes and the mode of development of each city.

In the frame of case studies in these cities, a discrimination of spatial characteristics is created with the use of SPOT and QuickBird satellite images, digital maps, photos, and local research, as well as with the utilisation of GIS and remote sensing methods (classifications, data integration and comparison, etc.).

A typology and classification of eco-landscapes for the peri-urban space is proposed in these cases.

Three maps of large peri-urban zones of these cities are produced and a comparison between the different typologies is proposed. The results are compared with other studies of peri-urban space in European 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.

The recognition of multiplicity and diversity in the production of urban space in different cities is very important in planning education and is a prerequisite in 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 with 103 interviewees in forty-five one-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 American suburbs and the "overcrowdedness," "dirtiness," and "disorder" of Latin American downtowns, 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, television, and print) in the rise of American-type suburbs in Latin American cities.

The interviewees (most of whom had never been to the United States) 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 shapes 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 High Technology Zone, 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 theory 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 absence of 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 their 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 effects to the coastal ecosystem.

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 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 argues 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) have created a framework for development which simultaneously protects the ecology/environment and urbanizes economically viable sites.

In the development of cases, the paper focuses on the redevelopment of Sri Lanka's southern province (from Galle to Matara) and critically compares it to the Nagapattinam 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 revamp environmental management — an opportunity which is currently being lost.

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#### COMMUNITY-BASED PARTICIPATORY PLANNING IN INDONESIA: THE CASES OF JATINANGOR 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 planning process.

The proliferation of participatory processes in Indonesian localities since 1998 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 facilitator and mediator in reaching collective agreement among stakeholders. The proliferation of local stakeholder groups, referred to in the Indonesian context as "citizens forums," has introduced a new community-grounded institution in local planning and decision making.

While varying in their effectiveness across Indonesia's vast urban landscape, these citizens' forums constitute a key component of participatory processes transforming planning at the local level.

This study examines two contrasting models of participatory planning that emerged in the urbanizing area around the city of Bandung:

- Jatinangor, on the eastern fringe
- Majalaya, an industrial community along the southern edge

The development of participatory planning in Jatinangor and Majalaya and the implementation of their local planning programs not only exemplify grassroots mobilization within the decentralization movement in Indonesia, but also represent a unique variation of university-community partnerships similar to those that have expanded participatory planning in U.S. cities over the past two decades.

The study also examines the role of the Indonesian Partnership on Local Governance Initiative, established in the Bandung area, which spearheaded the work in Majalaya (and more indirectly the Jatinangor project) and helped institutionalize changing planning processes 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, both in academic literature (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](http://www.wiego.org)) as an international best practice example 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:

- Pre-1980s – The apartheid era and the history of repression
- 1980s – Gradual tolerance

- Early to mid-1990s – Deregulation and re-regulation
- Late 1990s – Innovations
- 2001 onwards – Selective integration and regression

The bulk of the paper concentrates on the last three periods, with the first two providing 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 responsibilities were and are located, what resources were allocated and how — will be examined. 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 with a view to establishing under what conditions a formal bureaucracy responds to the needs and interests of those working in the informal economy, and thus to inform 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 program, which 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 fieldwork, 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 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 sub-national 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 (IDPs) 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 a decrease of population.

As a consequence, 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 fewer and fewer residents and the rise of spatial disparities.

This paper focuses on urban shrinkage in Eastern Germany. Fifteen years after the political changes of 1989/90, many cities still suffer from a double transformation pressure: post-socialist and post-Fordist transformation.

In the course of the political changes of 1989/90 these cities were suddenly confronted with a highly competitive global market. As a consequence the economic basis of these cities collapsed.

Encouraged by the national government, most East German municipalities have established urban restructuring programmes for their territories.

To tear down abandoned or underused buildings and to improve stable quarters they have received 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.

These challenges must be addressed by coordinated national and supranational policies.

Nevertheless, local strategies of urban restructuring may contribute to adapting the city to the consequences of 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 from the paradigms of endless growth in terms of space, population, jobs and infrastructure.

The paper provides an overview of current developments in Germany and highlights selected case studies from eastern German cities.

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## DIFFERENT CULTURES, DIFFERENT PRACTICES: 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 in establishing new initiatives (Van As et al. 2005; Ministry of Economic Affairs 2001).

In this research, the different planning practices 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 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 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 practices.

The analysis 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 practices, 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 socio-economic and institutional characteristics of a nation become explanatory 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 their economies and create innovative governance structures in order to integrate economic and political resources and strengthen their competitiveness on the global stage.

Despite obvious differences in development status, political systems and social backgrounds, cities in different parts of the world are practicing similar strategies. This research compares development and governance strategies in Shanghai, China, and Chicago, United States, since the 1990s.

The research adopts a qualitative approach. Information from case studies and interviews, together with secondary data from local publications, will be used and analysed.

The main finding is that a diversified economy consisting of manufacturing and service industries and a strong local government with a heavy hand in development projects are two key factors enabling the two cities to participate effectively in the global economy of 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 developed cities.

Urban planning in transitional China, however, is 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-style planning.

This planning style is the legacy of the 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 investment have led to spectacular growth in many coastal cities, which are favored by emerging market factors.

This paper explores the implications of this planning ideology and practices for cities with weak economic fundamentals and for 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 utilities?

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 expand 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 borderline between Mexico and the 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 the 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 for the existence of two cities instead of one bi-national city are presented in three relevant aspects: urban growth, cross-border society, and cross-border metropolises. Most of the data are at municipio and county level, and come from population and economic censuses of Mexico and the United States, mainly from the last two decades.

The hypothesis that Tijuana and San Diego form a cross-border urban unit is based mainly on two characteristics: spatial contiguity and interaction between both cities. In terms of the direction of urban growth, the hypothesis of the cross-border metropolis implies that both cities have similar futures and interests. This implication is the basis of coordination proposals between both cities in the elaboration of urban plans and public policy, proposals that have been raised in recent years by some academics and local politicians. These political implications, besides the theoretical consequences, make it pertinent to define whether we are really facing one or two urban units.

The hypothesis of the cross-border metropolis, however, is of an impressionistic nature and a theory that sustains it still does not exist. From a general point of view, this hypothesis can be criticized because it does not take into account that 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 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 comercial 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 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 reportará 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 reportará 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, on several occasions, the concept, 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 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 on 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, develops some critical considerations about the foundations of an extension of the research in the direction mentioned, i.e. in a globalized context, for the purpose of broadening the discussion and gathering opinions on the 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 continental Europe and they are very aware of this peripherality in relation to the “heart” of Europe.

For centuries, 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 the 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 an inherent identity now exploited by the tourist industry.

The first objective of the ASDP report, financed by the European programme 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 whose main issue is to analyse how to apply the proposals of the European Spatial Development Perspective and of the ESPON III 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 the territorial diagnosis of the Atlantic Area, and in a second we will discuss the vision suggested 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, during the last 15 years a large increase in 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 role does spatial planning have in the context of transboundary governance and 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 different European cross-border regions. One case is the ENLARGE-NET co-operation 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 the 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 the 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 the selection of a 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 Région) 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 facto 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 Natura 2000 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 from 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 within 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 spatial dimension 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 policies 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 attempt at the wider European scale.

In a 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 *koiné* in the European planning community;
- the environmental directive regarding the Strategic Environmental Assessment (2001/42/CE) 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 at 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 for harmonization.

So the paper is addressed to present an attempt at harmonization between the three 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 process;
- 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 single policies, including its flagship 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 *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 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 this 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 urban land management. The process of land development has been affected by three major factors:

1. unprecedented population growth,
2. the attractive business climate for the industrial sector (maquiladora program), and
3. the presence of local economic and political groups interested in encouraging industrial growth on both sides of the border.

As a product of the high rate of population and economic growth, the transboundary 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 and 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 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 greatest?

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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The underlying key question of the paper is how cooperation 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. Cooperation does not follow a consistent planning approach. Rather it is the result of a consequent search for a maximum of cooperation while limiting harmonization of European policies on EU level to a minimum.

The paper analyses the EU Community Initiatives INTERREG IIC (1997–1999) and INTERREG IIIB (2000–2006). The paper compares objectives with achievements and discusses the differences and interrelations. Among the issues discussed are the added value of multi-national territorial co-operation, the opportunities of a funding instrument to stimulate integrated development, and the missing clear objectives for territorial cooperation.

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 into 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 cooperation informal as long as the concept and especially the objectives of multi-national planning in Europe 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 this 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 of what is needed and what is not needed on the 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 territorial co-operation.

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 seen 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 Cooperation".

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 programmes.

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;

- Easier and better handling of territorial projects;
- Future perspective for (small) bottom-up projects;
- Clear connection of the EGTC with EU programmes;
- Gain of competence for regions;
- Recourse to the EGTC is optional.

Expected disadvantages / problems of an EGTC

- Finding the applicable law and its interpretation and enforcement for the EGTC because of the different legal systems of the EU Member States;
- Overlaying responsibilities between the EGTC and public authorities;
- Finance and responsibility questions;
- Non-EU Member States cannot become part of an EGTC;
- More administration;
- Understanding and communication problems when finding 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 a 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 progress of territorial cooperation in Europe, and finally to point out 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 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 also featured by the fact that it concerns an environmentally valuable

mountainous territory surrounded by urbanised lowlands and metropolises and that it acts, in general, as 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 action and 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 a 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 centres. On the initiative of the politicians in charge of these two regions a project was set up in order to explore the potentials of 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 COINCO is based on the inclusion of planners and civil servants from all of the 18 administrative bodies involved, and on the 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 fierce global competition, and how each of the three subregions can proliferate through intensified cooperation.

The results of these workshops are 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 are taking their starting point in the Vision Document and elaborating on concrete propositions to be included in 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 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 for 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 constraints.

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 to advance transborder planning.

It is proposed that effective transborder planning demands that organizational commitment issues be addressed directly and that 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; Alegría, 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 Bennett 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 the planning issues these regions face. The purpose of the typology is only heuristic, intended to understand the dynamics of international boundaries and how this affects the planning field and its 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
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 the 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 were 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 happen: a good historical relationship and trust between these two countries; Brazilian environmental agencies' interest to improve monitoring of UTPM emissions; and lack of better alternatives to a non-agreement for the two constituencies.

Contextual factors, like the Southern Cone Common Market (Mercosur) and changes in environmental foreign policy in Brazil, also explain common interests in joint problem resolving. Both states obtained mutual gain 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 develop acid rain monitoring in the Candiota region and, as a consequence, improve air monitoring technology in both countries.

Third, this research shows that the implementation process (1991–2002) produced several results and impacts: it helped to develop environmental agencies' institutional capacity both in Brazil and Uruguay; it made possible some changes in 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 kinds of measures to improve environmental performance.

Finally, this article shows that the implementation process was not finished because political interest about Candiota pollution declined on 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 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 in sub-national institutional arenas and localities.

It is the latter of these aspects for which this paper seeks new theoretical devices 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, on 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)
4. the negligence of the ESDP where it does not fit the prevalent discourse (European Commission)

Thus, 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 on 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 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 positions and approaches have probably been developed to resolve this conflict, such as Transfer of Development Rights (TDR) in the United States.

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, while 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 related to this issue merit particular 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?
- 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 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 — Session 1 and Session 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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Alterman, R. (1996).

“The Challenge of Farmland Preservation: Lessons from a Six-Country Comparison.”  
*Journal of the American Planning Association (JAPA)*, Vol. 63(2), Spring, pp. 220–243.

**FARMLAND PRESERVATION AND COMPENSATION RIGHTS: THE HEIGHTENED 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

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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 preservation 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. The author places the analysis and evaluation in the context of prior cross-national research that she has conducted.

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Journal of the American Planning Association, Vol. 63(2), Spring, pp. 220–243.

### 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.

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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 tools.

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 in this area, it is now appropriate to update and revise this document, including the advances in the analysis and applications of land value capture techniques in the Americas.

In Latin America the Lincoln Institute has supported research and writing into variations in land value capture techniques and applications. New legislation has been enacted to fulfill the various approaches.

In the North American context, the paper needs to add emphasis to both Tax Increment Financing (TIF) applications and the use of public land leasing. TIF 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 tracts of land are in public ownership, but it also provides opportunities to more strongly control planning outcomes and the design of buildings.

The paper will assess whether, since the original paper was written, there have been changes in the applications or the conclusions from the earlier research.

For example:

- Is it still true that in Latin America, despite the 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 developments, leading to expropriation?

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 area and less profitable developments in another area
- the taking of profits in profitable areas for other desirable developments (kostenverhaal, verevening, baatafoming)

The paper will focus on the following questions and issues:

- a) Which limitations can be imposed on the agricultural land user for other (than agricultural) policy targets? To what extent can these obligations interfere with the policy of agricultural enterprises?
- b) At what level of interference must compensation for damages be paid? Does legislation consider the payment of compensation? What is the role of the core 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 agricultural building sites PLUS, red for green, etc. All these examples put “planning by negotiations” in front.
- e) A new Act was recently proposed in the Dutch parliament: the Land Exploitation Act (Grondexploitatiewet). This Act probably gives an adequate legal basis for cost management and agreements on spatial developments.

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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 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 in 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 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 reports the results of our research.

For each of the countries we answer the following questions:

1. What are the main ways of 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 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 whom?
9. Are there third-party appeal rights?

Dafna Carmon is a PhD 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.

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 public spending are everywhere 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 worldwide 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 developments 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 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 emergent themes such as sustainability, smart growth, or 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 leads to a politics of disorder, whose marks can be seen in many aspects of the built environment: from buildings, urban fabric, vacant lands, irregular subdivisions and favelas.

The politics of disorder has its roots in the many irregular land use developments that became common practices in municipal bodies. The non-compliance with legal norms led to a discourse of order that created growing restrictions on land use and building.

I have examined in previous work this phenomenon, which I call “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 exchange value as any other commodity.

This paper intends to follow up on that analysis, looking at the special acts passed by municipal councils and comparing those to 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 in the morphology and structure of the built environment, and is particularly relevant for planning practice at the municipal level.

This 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 argues that in a capitalist society “*everything has to be integrated in an order (apparent and fictitious) strengthened by coercions. Everything, except for a piece of disorder and freedom, sometimes 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 networks
- 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 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, pragmatic, and 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 top-down
- inside-out as well as outside-in

This paper explores the possibilities of incorporating strategic planning into urban planning, transforming 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 using a strategic planning model developed from a review of strategic and urban planning literature.

The results of the case study show that there are many formal rules, laws and prescribed policies, as well as many informal rules, standards and conventions, that together largely restrict the possibility of applying strategic urban planning.

Another finding is that planners mainly focus on 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 rules, policies and laws.

However, in two cases studied, a rather strategic approach to planning was found. 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 PLANNING 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 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
- 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 León. These states experienced strong growth pressures and also host 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 a post-communist country, which since the early 1990s has reformed planning law and land use law, unfortunately without positive results so far. Moreover, the government does not have any clear 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 legal doctrine still ignore the negative impact of planning decisions on the value of private property, and even the issue of regulatory takings.

The absence of scholarship in this area is surprising, when we take into account the amount of blighted land in recent years. More attention is paid by doctrine and judiciary to the problem of planning gain and betterment levy.

It must also be indicated that Poland is facing a judicial precedent concerning a planning blight issue before the European Court of Human Rights, which might strongly influence the issue of planning injuries.

This article, from both theoretical and practical perspectives, analyzes land planning injuries regulations.

- In Part I, the historical background is briefly explained.
- The paper then focuses on constitutional rules concerning protection of private property and how these rules relate to land use law.
- It also highlights the influence of the European Convention on Human Rights on Polish law.

In Part II, the author examines substantive prerequisites of regulatory taking claims and minor taking claims.

The paper also emphasizes the question of delimitation of planning blight from other declines in property value.

Further, it focuses on indirect planning injuries, especially identifying injurious affection claims in Polish law.

Part V is devoted to conditions of compensation claims and procedural aspects of planning injuries.

Finally, the paper argues that the existing law definitely needs to be revised.

It is argued that regulatory taking remains an area requiring further clarification. The author suggests that, for legal clarity, it is necessary to delineate a boundary between regulatory taking and other reductions in property value (minor planning injuries).

Minor planning injuries should require only monetary compensation, not acquisition of land.

The paper also indicates that compensation should be expanded to injuries caused by new highway schemes.

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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 the 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 obtaining development rights is not significantly restricted.

However, in the near future, thousands of new plans will be introduced in Poland (second step of planning reform). Local plans limit development and the potential conversion of farmland into commercial land, so the problem will surely arise soon.

In Part I of the paper I define a "right to conversion."

Further, I present the legal framework of farmland preservation in Poland. I focus on constitutional rules concerning protection of private property and how these rules relate to farmland preservation.

In Part III, I analyze the possibility of making claims for compensation under the Land Planning Act for "planning injury" caused by prohibition of development.

Finally, I argue that the existing law definitely needs to be revised, and that a 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-the-world policies started in the late 1970s.

Due to its unique political system, historical experience, and geographic conditions, contemporary urban land growth in China is evident for its short land acquisition period, large development scale, and extensive industrial and low-price residential land 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 national interests.

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 replaced by a multi-goal approach, including:

- economic issues
- social issues
- environmental concerns
- both urban and rural interests

This shift has greatly affected the policies of city governments and consequently influenced local land use patterns.

At the same time, however, the objectives of the central government are becoming increasingly difficult to accomplish in managing urban land growth.

The paper discusses:

- the causes for this shift
- possible future perspectives for adjusting the role of the central government

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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 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 five decades are reflected in the decisions of Israel's Lands Council (ILC) over time.

Although Israel's public land policy has a direct effect 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
- agricultural (cooperative farming) land

In each sphere, we focused on major policy issues:

- In the urban sphere: the gradual evolution of public leasehold contracts for households and the incremental granting of greater property rights to urban lessees
- In the agricultural sphere: the conversion of farmland to other uses and the evolution of policies regarding the share of financial benefits granted to agricultural lessees

This latter 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 processes.

The research method focuses on decision protocols associated with the two topics stated above.

We developed a set of:

- 5 normative objectives (dimensions)
- 2 operational objectives

The five normative objectives are:

- the Zionist-national objective
- the economic objective
- the financial objective
- the social objective
- the environmental objective

The two operational objectives are:

- the administrative-efficiency objective
- the legal certainty objective

Using content analysis as the research methodology, we analyzed statements made by ILC members throughout the protocols and assigned each protocol a set of scores — one for each of the seven dimensions.

The scores theoretically ranged from +5 (high dominance) to -5 (conscious rejection). In practice, they ranged from +3.0 to -1.3.

Our findings indicate a distinct and often counter-intuitive separation between decision-making considerations in the urban and rural spheres.

Even when similar weight was given to a specific objective (such as the Zionist-national objective), it was interpreted differently in each sphere.

Policymakers clearly demonstrate different attitudes toward urban lessees and 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 the 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, however, future utilization is restricted to conformity with the plan.

Land use plans therefore play a key role, especially in the case of a revised land use plan which reduces development rights of property that previously had such rights. In such cases, a significant decrease in property value is to be expected.

As during the last decades municipalities have classified a high percentage of land as building land, the current situation in Austria shows a backlog of building land.

To address this situation, municipalities now try to reduce development rights and to reclassify 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, this is the only common ground, as the rules on compensation for such reductions vary considerably.

Our work provides a comparative overview of compensation rules for reduction of development rights due to revised land use plans, both at the regional and the federal level.

We also focus on the constitutional aspects of the right to compensation and provide a comparative description of the regional situation, covering both material law and procedural rules.

Not only the legislative aspects, but also the practical approaches of the authorities involved are compared.

Finally, the paper addresses the question to what extent a duty to pay compensation for restriction of property rights—resulting from reduced development rights due to revised land use plans—can be found under the jurisdiction of the Constitutional Court, and provides a critical analysis of regional law from this perspective.

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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 Development Rights (TDRs), where development possibilities are transferred between areas, is now one of the most debated instruments, although there are many disagreements about what this instrument might contribute to Dutch planning practice. Most of the classic US TDR initiatives focus on rural areas and are concerned with compensating landowners for the loss of a (potentially) 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 “High Line” project it was also used to rezone a neighborhood with an industrial function into a residential zone. A bonus system also exists, whereby 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 thresholds by paying a “density charge”. The community can use these DTCs for land preservation. These instruments are examples of an American approach to planning that is characterized by a facilitating government that is not as involved in the actual development of plots as the Dutch system traditionally is.

In this paper we explore to what extent such TDR-like instruments might be possible in Amsterdam by addressing several possibilities of exchanging development rights within the context of the Dutch planning and legal system. We focus on American cases where TDRs are not only used to compensate landowners but also as dynamic tools to achieve broader “Smart Growth” planning goals.

TDRs can, in this way, lead to a sophisticated system of development that is highly responsive to market demands while at the same time enabling local governments to

achieve planning objectives 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's 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 such 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, factors beyond simple cost-benefit calculations are needed to account for this 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 evaluates costs and benefits, and the form that new rights take as a result, have remained insufficiently explained.

By moving beyond economic cost-benefit analysis and examining the processes of property rights regime change, more recent literature has begun identifying additional institutional factors that influence outcomes (Banner 2002; Libecap and Smith 2002).

However, this scholarship often appears to exist in two separate perspectives:

- a political perspective, where group interests manipulate or negotiate changes in property regimes for their benefit (Epstein 1985; Levmore 2002)
- a community-based perspective, where smaller communities collectively agree on property regimes in 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, nationwide legal reforms, and similar housing demand pressures, property rights evolved differently in Vietnam's two leading cities: Hanoi and Ho Chi Minh City.

While existing theories would predict a general shift toward private property rights, this paper argues that observed differences in:

- market vocabulary
- pricing of property rights

indicate the importance of both local social norms and political dynamics in shaping the evolution of property rights.

In presenting the empirical evidence, the paper:

- discusses differences in politics and social norms between northern and southern Vietnam based on key informant interviews and area studies literature
- uses hedonic price models to analyze newspaper listings of houses for sale in both cities
- evaluates how these markets assign different values to newly established private property rights

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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 agricultural land.

When open land is converted into urban land, there is therefore a welfare loss, because people who enjoy the landscape are not compensated.

Charging a development tax can be considered as a simple form of government intervention that may serve as a remedy to this problem (Brueckner, 2000).

However, this instrument is hardly ever used.

This paper discusses this instrument and places it within the broader context of planning instruments related to urban development.

It examines a recent policy debate in the Netherlands concerning the introduction of an open space tax, as well as the research commissioned to support its implementation.

The paper also analyzes the policy process, which ultimately resulted in the decision not to introduce this tax.

Finally, conclusions are drawn regarding whether taxing development can be a useful instrument alongside other planning tools.

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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* on 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 published in the newspaper *Nea* on 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%), in Urban Planning Departments (58%), and in Hospitals (33%)”.

Cases of criminal prosecutions for public employees of Greek Planning Departments in central and local administration, accused of corruption, are also quite frequently mentioned in the media.

News such as the above are accepted as déjà vu in Greece. Corruption cases in the sector of spatial planning and development have been recorded by the Office of the Public Advocate more often than in most other sectors of 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 the urban environment
- non-compliance with planning and building laws

These, in turn, cause serious difficulties in the provision of infrastructure and public services.

In the proposed paper, empirical research will be presented, including:

- data analysis
- empirical investigations
- attitude surveys
- case studies

Successive anti-corruption measures at the national and European levels, as well as legislation implemented by the Greek government, will be described and evaluated.

Variables will be proposed linking corruption in the planning and spatial development sector to broader:

- social
- political
- economic factors

Finally, the 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 in 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 critical reforms related to the land redevelopment process using an institutional and property rights approach.

Data is collected through:

- intensive field surveys
- 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:

Phase 1:  
The local developmental state initiated coalitions with state-subordinated real estate development companies (REDCs) to redevelop dilapidated neighborhoods.

Phase 2:  
De facto ownership over land is issued to state-owned enterprises (SOEs) for five years.

Phase 3:  
Coalitions were abolished, and new regulations forbidding negotiation for land leasing pushed the Chinese land use system further toward open market mechanisms. However, informal property rights during the transitional period created land rents, and competition 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 is that overall benefits accrue to society when views are excluded from planning considerations.

However, the Victorian planning system is increasingly admitting shared rights to outward views in certain locations as a valid planning consideration.

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
- urban planning

This analysis extends 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 grounded in market logic.

However, the recent development of “reasonable sharing” approaches represents a movement toward a procedural logic, based on 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 on the distribution of rights.

To illustrate this, three case studies concerning views are presented, alongside references to additional cases.

The paper questions the reliance on market-based utility, often grounded in unquantifiable assumptions, arguing that it may unfairly favor the rights of new developers over the established rights of existing occupants.

It is suggested that planning procedures incorporating the concept of “reasonable sharing” allow for more place-specific and inter-subjective evaluation of view-related conflicts, thereby serving both utilitarian and rights-based approaches to 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 is to discuss the inherent tensions that seem to exist between concepts of farmland from a land suitability perspective (i.e., land most suitable for 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 sense to prevent the conversion of high-quality farmland into developed real estate, and issues of perceived fairness to the farmer (farmer equity) take a back seat.

From the latter perspective, farmer equity becomes a primary concern, and farmland ecology takes a secondary role.

These inherent tensions “seem” to exist because they permeate 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), particularly farmland protection and property rights (Richardson 2003; Sabath 2004), as well as regulatory takings jurisprudence more broadly, this paper addresses the following questions:

- To what extent has this debate been addressed in the U.S. legal framework (particularly in Supreme Court jurisprudence on regulatory takings)?
- To what extent has this debate shaped expectations about farmland preservation, development, and private property rights in the United States?
- What are the implications for balancing 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 organisations.

Over the last 20 years, the liberalisation of national welfare states has increased the significance of social entrepreneurship for the provision of public amenities.

A key characteristic is the provision of public goods and services by private organisations operating in relative autonomy.

This model attempts to combine the opposing aspirations of the public and private sectors, but actual performance is neither controlled by:

- the selection mechanism of the market
- nor the political budget mechanism of the state

This creates a vacuum of control.

Debates on the legal position typically focus on defining minimum and maximum boundaries on both sides of social entrepreneurship:

- On one side, regulation aims to ensure a minimum level of social amenities

- On the other, it expands the action space: how freely may these social entrepreneurs operate?

However, social performance cannot be effectively enforced simply by setting boundaries on the action space of private organisations.

The paper discusses the case of housing associations (HAs) in the Netherlands, which own 37% of the total housing stock (the highest proportion in the EU).

These organisations were:

- private and non-profit from the outset
- historically under strong state authorisation, support, and control (since 1901)
- later liberalised and made financially independent in the early 1990s

This shift removed an effective steering mechanism for the state.

Since then, these social entrepreneurs have generally operated within acceptable margins, while their role as independent developers in planning processes has grown. However, in the last five years, the construction of new social housing has fallen far below expectations, due to:

- cumbersome planning procedures
- lack of administrative and legal tools to ensure production

The authors analyze various legal and policy strategies used to overcome these shortcomings.

Dutch housing associations are currently under scrutiny from:

- the national parliament
- the European Union (particularly through the Commissioner for Competition)

New legislation is being developed to respond to EU concerns and national criticism.

Thus, this case represents an excellent example of contemporary re-thinking of the role of social entrepreneurs at both national and international levels.

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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 property and a distinctive culture of strong respect for private property.

At the same time, there is growing concern over the loss of farmland and open space due to development pressures.

Given the strength of private property rights, regulatory approaches to land-use control are often difficult to implement.

A significant response has therefore been the development of voluntary landscape preservation agreements, based on intensive local consultation and consensus-building processes.

This paper outlines the Japanese land development control regime and examines a specific case of local organization for landscape preservation in Hotaka village, Nagano Prefecture.

The paper describes:

- the local organizing process
- the key actors involved
- the landscape plan that was produced
- its impacts on development activity over the last five 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 turbulent 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
- stabilize

the priorities of the agencies and firms with which they work.

Planners bargain at two tables:

- they negotiate with external organizations
- they negotiate with factions within their own organizations

Such two-table circumstances often result in unclear goals for planners. Planners may have difficulty defining whose interests they should serve. They often operate with unclear authority, as final approval of agreements typically rests with elected bodies.

In the UK, development control officers are central figures facilitating both intra- and inter-organizational negotiations.

They lead negotiations between developers and government within a national legal framework characterized by broad local government discretion.

Despite expectations that these planners might wield strong influence, their work is subject to multiple two-table pressures:

- many local agencies have stakes in proposals and actively intervene
- decisions are often made by elected local councils responsive to public opinion
- appeals to the Planning Inspectorate are frequent and often successful

The paper is based on research examining development review processes in Cardiff, Wales, aiming to understand whether planners:

- possess sufficient knowledge to negotiate effectively
- can influence applicants toward desired planning outcomes

The study includes detailed analysis of six case studies of land permit review, ranging from small house extensions to a 900-unit housing development.

Methods include:

- review of formal applications and documents
- observation of public and internal meetings
- interviews with staff, applicants, and stakeholders

Findings assess:

- the effectiveness of planners in managing the “two tables”
- the impact of internal (second table) dynamics on planning outcomes
- operational procedures that could improve planners’ ability to implement city policies

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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 begin, it is impossible to predict what the future will hold in terms of, among other things, technological and economic developments.

However, the parties involved must make large investments and therefore draw up legal contracts to define their positions.

Consequently, legal contracts for complex urban projects that facilitate learning may be more suitable than contracts in which detailed agreements are fixed far in advance.

Learning may be defined as the creation of knowledge that is applicable to the activities of the parties involved (Argyris and Schön, 1996).

In legal contracts, three important steps can stimulate learning:

- the (collective) development of knowledge
- the mutual sharing of knowledge
- the use of relevant available knowledge

Three complex urban projects are studied:

- King's Cross Opportunity Area (London)
- Battery Park City (New York)
- the Zuidas project (Amsterdam)

The focus is on contracts between local governments and private actors within public-private partnerships (PPP).

These contracts are analyzed to determine whether they incorporate and encourage learning processes.

Case interviews with:

- government representatives
- private sector actors
- lawyers
- researchers

provide insights into the learning processes involved in these projects.

The analysis examines whether private law contracts act as:

- impediments
- or facilitators

of learning.

It also explores whether differences in contracting practices can be attributed to differences in legal systems.

Finally, conclusions are drawn regarding whether different legal systems provide different foundations 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 located between and adjacent 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
- the economic position of farmers

In the Netherlands, complex institutional arrangements are used to keep these metropolitan green areas attractive and open.

The central question is:

what are effective and efficient institutional arrangements for this purpose in the light of property rights, transaction cost theory, and club theory?

To answer this question, a case study will be conducted in Midden-Delfland, including:

- expert interviews
- document analysis

Midden-Delfland is a green zone between the agglomerations of Rotterdam and Delft/The Hague and, according to Dutch planning principles, has the “right” minimal corridor size of 4 kilometers.

Since 1958, this area has been subject to various institutional arrangements, including:

- a specific land consolidation act
- zoning ordinances
- a “green fund”

This fund, financed by contributions from surrounding cities, is intended to support green services. However, EU state aid regulation will determine whether this fund can be implemented.

In addition to formal instruments, rural communities of landowners and entrepreneurs play a key role in maintaining the openness and attractiveness of the area.

The paper examines the effectiveness and efficiency of these institutional arrangements in the light of:

- property rights
- transaction cost theory
- club theory

For example, EU state aid regulation increases transaction costs for financial transfers from cities to farmers.

Furthermore, communities of landowners and entrepreneurs can be understood as “clubs”, playing a significant role in achieving collective goals.

Because the success or failure of institutional arrangements depends on their “goodness-of-fit” (Alexander, 2005), the paper focuses on the institutional framework of this specific area.

Although institutional contexts differ across countries, the underlying problems and structures may be similar, making Dutch experiences relevant for international institutional design.

Additionally, the methodological approach—applying institutional economic theories to detailed rules-in-use—may be valuable for the international planning community.

This research is part of a doctoral dissertation titled:

“Instruments for Internalising Landscape Values in Urban–Rural Interplay Processes.”

Supervisor: Prof. Dr. W.K. Korthals Altes

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## LAND EXPROPRIATION AND SOCIAL JUSTICE IN THE 21ST CENTURY: COMPARATIVE INTERNATIONAL PERSPECTIVES

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This roundtable aims to present different international perspectives on land expropriation, land legislation, and land policy, as a basis for discussing 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 help elucidate:

- new trends
- the evolving character
- and the meaning of expropriations worldwide

as well as their distributive or privatizing features.

The discussion focuses on land expropriation (eminent domain) globally, with the aim of evaluating the public interest and common good purposes that originally justified its implementation.

However, processes of globalization and privatization are undermining these foundations. As a result:

- the objectives of expropriation are being challenged and transformed
- in some countries, redistributive land reforms have been discontinued
- in others, land reforms persist or are newly emerging

Historically, land expropriation has served as a tool of the state to:

- secure land for necessary infrastructure
- assign land for public purposes and uses

Today, however, global urbanization processes are giving new meaning to expropriation and to the role of the state, as these processes may:

- enable access to land
- or restrict access

for different populations and for various urban and economic uses.

More recently, expropriations have increasingly been carried out to provide land for:

- private uses
- economic development benefiting private entities

not only at the local level but also globally.

Thus, the key questions addressed in this roundtable are:

- How are the ethics and values of planning being challenged by privatizing trends?
- What are the implications of these challenges for social justice at local and global levels?

#### Roundtable Structure

Organizer: Teresa Vazquez, California State University, Northridge

Moderator: Donald Krueckeberg, Rutgers University

Speakers:

1. Rachele 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 Vazquez – 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, this is largely amiss.

Thus the need arises for new approaches to urban management at the outset of building new urban communities, which the existing literature does not 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

References:

drawn from an almost completed dissertation; primary supervisor: Heather Campbell, email: h.j.campbell@sheffield.ac.uk

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

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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 become an increasing burden, associated with cost, social concern, and environmental liability.

Eco-industrial parks, as first documented in the Danish city of Kalundborg in the 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 comparing the outcomes 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 the 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 the 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 humid 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, requirements 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 humid regions. The basic recommendations are: environmental conservation, natural physical environment such as 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 conclusion, 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 important 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-Antirion 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 resulting 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 protected, 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 a geographic information analysis system. To accomplish this study, first, integrated management indicators were selected and developed, considering physical, ecological, and socio-psychological carrying capacity in national parks.

Secondly, this study built up an integrated management indicator database and inputted this database into a geographic information system. Thirdly, this system was connected with a statistical analysis program for execution of various multivariate and spatial analyses. Finally, WNPMS could identify the relationships among visitors, natural resources, and recreation facilities in national parks, and forecast the future management status of each national park in Korea.

The results of this study will contribute to preventing damage to natural resources and facilities, improving visitors' satisfaction, preventing excess of carrying capacity in national parks, and establishing tailored management strategies for 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 with the principles of smart growth. This project, a 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 regulations, codes, and review processes 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) The 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 strategic options for how to achieve short- and long-term results from their smart growth efforts. Also, codes and zoning ordinances were assessed to identify inconsistencies between smart growth policies and implementing codes that may still contain obsolete standards.

With that as a framework, I 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 this property can 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 to urban quality-of-life measures 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 into 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: RONDÔNIA, 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 humanly-induced land-use/cover 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 panel dataset 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 three municípios 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 from 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 the natural environment. In the Mediterranean, and in Greece in particular, where floods and droughts often co-exist with negative consequences, water problems, in both quantitative and qualitative terms, will probably increase considerably during the 21st century.

To face all these emerging situations and risks, a new way of spatial governance is needed. The achievement of sustainable development depends highly on integrated planning and on innovative solutions in water management.

The paper attempts 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 attempts:

- a) a critical assessment of the new institutional framework (Law 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 appropriate functioning of the Managing Authorities, considered as legal entities responsible for 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, biking, 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, as well as 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 on 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 Bogotá 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 the form of the city. This paper is drawn from a dissertation in the research stage. 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 less 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, and 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 ENVIRONMENTAL MANAGEMENT

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Central theme: This paper critically examines 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 argues 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 professionals 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 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 embedded.

It is proposed here to adapt the same model and elements in urban planning, both within urban areas and in relation to the 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.

At this within-the-city level, planning should aim at establishing a network of open spaces based on 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 tend to become 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 enhancing connectivity between the network of urban open spaces and the outside matrix; the non-built matrix outside the city reverses its role and continues as corridors and patches within the city. Some outside corridors (e.g., rivers) can continue as corridors within urban areas.

The continuity of open spaces within and outside the urban landscape will increase sustainability via increased accessibility to diverse open spaces, reduction in

disjunction of spaces and habitats, increased survival of species, and a 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 disasters in Europe and the most economically expensive ones. The problem of floods will become worse in relation to climate change and its impacts on the territorial system (EEA). Therefore, a holistic approach is necessary to take into account the whole river basin (UN/ECE).

Currently, different categories of policies are implemented by international, national, and local governments. These policies are focused on specific issues and, in general, are not related to or integrated with each other.

The goal of this work is to contribute to the definition of guidelines aimed at the integration of these different policy fields.

Working on the river basin system, it is possible to identify an integrated guideline system that coordinates policies, programs, plans, 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 safeguarding of cultural and architectural heritage;
- biodiversity improvement (ecological network);
- the social and economic development of the local community.

To set out this integrated guideline system, it is necessary to develop an integrated knowledge methodology. The coordination and comparison of territorial and information-based data is a necessary step to achieve real policy and program integration.

### EXPERIENCES AND GOOD PRACTICES

In the European context, some integrated systems of policies have 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, which is a cross-cutting 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 sensitivity and vulnerability. The categories of the integrated assessment are: natural system sensitivity, social system sensitivity, and heritage and landscape value sensitivity; and territorial vulnerability assessment (flood risk).

Utilising this assessment methodology, it is possible to collect data and information, defining a systemic approach that integrates different sources. Thus, it is possible to identify: areas of vulnerability or sensitivity, priorities of intervention, safeguard rules, land-use planning guidelines, guidelines for transformation and intervention programs and projects, and impacts on the 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 the 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 the social production of space, the paper discusses 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 the 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 at other times clash with environmental values, depending on the public or private appropriation of gains associated with preservation. Thus, a wide range of social practices have emerged involving different sectors of planning institutions — environmental, urban and/or social policies; economic agents (including property developers); and social movements. The extent to which such practices lead to social justice or reinforce longstanding inequalities is a central issue of 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. The paper argues that while the adoption of preservation areas reinforces environmental values and policies, at the same time it contributes to increasing 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 the access people actually have to those areas. The case study shows a tendency toward the privatization of nature through the continuous development of land, and the creation of reservation areas within the most valued developments. An assessment of the implications of such practices will contribute to rethinking environmental planning regulations and to challenging 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 interpret the “strategic” opportunities of specialistic plans related to the environment, in particular Landscape Plans and Catchment Basin Plans. The assumption is that, working on the environmental dimension, they are able to require, on the one hand, co-planning and institutional co-operation among organizations, in order to reduce the limits related to administrative divisions, and, on the other hand, they can become a participation instrument for several private actors involved in the development of areas sensitive to the environment and/or exposed to environmental risks.

The approach and conclusions—assisted by the analytical case of the Sorrento Peninsula (Penisola Sorrentina)—put in evidence how often the potential and implicit strategic character of these plans is not able to express itself, so that the image of excessive severity and ordinary binding determinism prevails.

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## PARTICIPATION AND JUSTICE: UNITED STATES VERSUS THE NETHERLANDS

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Since the 1980s—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 United States and the Netherlands regarding how environmental justice issues are addressed on various government levels, but also by citizens themselves. What are the differences in this respect? To answer this question, case study research has been conducted 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 the degree of decentralization. Whereas the United States already has a decentralized system of governing, decentralization is also gradually emerging in the Netherlands. The process of decentralization implies that local governments gain more power and responsibility with regard to planning and policy-making. Consequently, planning nowadays is approached in a more interactive way (De Roo, 2003). Citizens are one of the actors involved in discussions. The degree of participation of citizens and the way in which participation occurs are very distinct.

In the United States it is fairly usual to become active within a community organization. Often citizens assemble in a particular organization as a method of contesting what they perceive as unfair decision-making processes. They are indirectly fighting environmental injustice. The community then comments during public hearings, but often local governments try 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. Citizens often object on an individual basis. It is noteworthy to indicate that lower educated and low-income citizens use emotional arguments to object to an issue, whereas higher-income citizens use more legal and governmental terminology to express their statements. The latter method is often more effective.

Governments and researchers can learn from the above-mentioned differences in participation as a way of approaching environmental justice, particularly regarding how to stimulate or 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 World War II, Marin County consumes resources at twice the rate of Western Europe and requires five times more of the earth's surface to support its population than 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 permanently assigned to enact sustainable development initiatives.

The central theme: Key questions to be addressed include:

1. How does a suburban planning department reduce its jurisdiction's ecological footprint?
2. What are the desired outcomes?
3. How will results be achieved and funded?
4. 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 participant observation approach was used to prepare this paper.

Relevance: The subject is relevant to planning professionals 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 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 the 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 building-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 in “underdeveloped” countries, there are structural obstacles in applying the fundamental principles of urban sustaining development, since the determinants of the economic logic of the market, which often override state politics, establish objective conditions that obstruct the possibilities of effective planning for the benefit of the community.

In the early 1990s, it was considered necessary that the policy of sustaining development should especially take into account the urbanization process within its agenda. Thus, the urgency to adopt policies of urban sustaining development was imposed in the context of a strong trend of urbanization in almost all countries, especially in those considered underdeveloped.

The main point is that the urbanization process is subject to the logic of market-driven economic development. That is why it is necessary to consider that when sustaining development was officially defined in 1987 by the United Nations, and later reinforced by the Conference on Environment and Development in Rio de Janeiro in 1992, and even at the World Summit on Sustainable Development in Johannesburg in September 2002, the outcomes demonstrated the failure of the principles that governments were supposed to follow through the adoption of Agenda 21.

Agenda 21 states that “Human beings constitute the main nucleus of concerns related to sustaining development. They have the right to a healthy and productive life in harmony with nature.” However, as noted in Johannesburg in 2002, this agenda proved to be a political failure. Among other things, the gap between rich and poor did not decrease; on the contrary, it increased. The destruction of the natural environment worsened, and states were not implementing adequate programs to achieve the objectives set by this agenda.

In Mexico there are several examples of the negative effects of socioeconomic irrationality, both in urban areas and in rural contexts, with serious environmental problems and an evident inability of government institutions to stop or resolve them. The “urban and metropolitan barbarism,” such as that observed in Guadalajara, presents numerous examples of social degradation: precarious housing, risky human settlements, a high deficit of infrastructure and public urban services, pollution, poverty, unemployment, traffic chaos, and a lack of green, sports, educational, cultural, and recreational spaces, as well as insufficient medical facilities.

These serious problems can hardly be solved under a policy of sustaining development, since they are formed within technobureaucratic frameworks.

Urban planning education and its application should take into consideration the forms of social, economic, and political development that directly or indirectly influence urbanization processes, especially in metropolitan areas, in order to understand the structural limits of sustaining urban planning and its real possibilities.

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## SUSTAINABLE TRANSIT SYSTEM: MAKING A DYNAMIC FRAMEWORK

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We work on this paper with the assumption that the “development” and future of tomorrow’s world is largely concentrated in and around urban areas. The vision is of a city as a structure comprised of various systems working in equilibrium with the natural system. One of the most critical systems that integrates all others is the transit system. It is critical in that it forms the lifeline of the urban core, but it can also be one of the most threatening systems to the delicate balance between human and natural ecosystems due to its extensive physical manifestation.

Our hypothesis is that the definition of a “sustainable” transit system is not universal and therefore varies across contexts. However, there exists a set of common variables that can function as indicators. In this paper, our effort is to create a framework in which these indicators act as agents that map a “fitness landscape” for the system, determining its sustainability. The framework also allows for the emergence and co-evolution of additional variables as conditions change.

Thus, the intention is not to produce a conventional, deterministic, and rigid model that becomes obsolete with changes in time, technology, and value systems, but rather to develop a dynamic framework that can adapt to such shifts.

The paper begins by tracing the historical evolution of transit systems and the development of various technologies to date. This is followed by a survey of current and emerging technologies, with sustainability as a primary objective. The project aims to derive key indicators from a set of four case studies of sustainable transit systems developed under different social, economic, and political conditions in both developed and developing countries.

The final objective is to formulate a framework—or multiple frameworks—based on this analysis, and, if possible, to apply it to a contemporary case study.

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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 relies on both quantitative and qualitative methods, including 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 highlights a particular aspect of contemporary urbanization. The combined analysis 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 solely 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 decision-making 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 primarily for upper- and middle-class homeowners, disaster assistance programs are likely to reinforce social inequalities and further marginalize already vulnerable populations. The findings are also relevant to urban planning beyond disaster contexts and address 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 U.S. 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; 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 with populations over 250,000 will be compared using this model to test similarities and differences among the selected indicators. An initial set of indicators will be chosen as input to the system and then assigned to the categories of economy, environment, and society, based on UNESCO's definition.

Step II involves assigning mirror indicators to the primary set, thereby creating a sustainable indicator set. Step III consists of statistical analysis to compare urban areas

in the U.S. Research question (1) will involve descriptive analysis comparing urban areas to show differences and similarities. Research question (2) will involve inferential analysis using a one-sample t-test to compare selected urban areas to the U.S. as a whole. Research question (3) will also be inferential, using a two-sample t-test to analyze differences between urban areas with growth management policies and those without. Research question (4) will utilize factor analysis as an explanatory technique to examine interrelationships among variables and understand how they relate to urban areas in terms of smart growth and sustainable development.

This paper contributes to the literature on sustainable development by proposing a new approach to integrated indicators. It responds to calls from Neuman (2005) and Godschalk (2004) for the operationalization of sustainable development as performance measures for planning practice. It also addresses the need identified by Berke (2002) for methodologies that translate sustainable development theory into meaningful practice.

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## CLIMATE CHANGE: PLANNING FOR LONG-TERM CHANGE PHENOMENON

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The consensus among the atmospheric science community is that we are in the midst of accelerated global warming. Although the magnitude and timing of change are uncertain, it is likely that humans will face the most rapid change in global temperature since society evolved from hunter-gatherer clans. What are the implications of changing climatic conditions, and how are we to deal with the prospect of dynamic change?

This paper reviews the current state of knowledge on the magnitude, range, and societal implications of physical changes projected under higher greenhouse gas scenarios (IPCC 2001, 2004). Particularly in a developing country context, many of these longer-term vulnerabilities already exist, tied to cyclical natural phenomena and population pressures that direct development into marginal lands. Better identification of current vulnerabilities, as well as potential vulnerabilities arising from global change, is necessary to promote more responsible development patterns and to reduce the risk of long-term consequences.

The paper discusses a planning framework to address vulnerabilities related to climate change. This framework includes both top-down and bottom-up approaches, encompassing information needs as well as adaptation and mitigation strategies. Particular attention is given to regulatory and incentive-based measures for addressing climate change.

Despite the persistence of uncertainty, many vulnerabilities are already present, and targeted measures can yield “no-regrets” solutions even 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 ways that many conventional planning instruments are not designed to handle. Finally, it enables planners who are conversant with climate change implications to contribute to an emerging interdisciplinary field that is likely to grow in importance in the coming decades.

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## EVALUATION FOR SUSTAINABILITY OF THE CITY

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The problematic identified arises from excessive urban growth in Mexico since the 1940s. Cities were not prepared to receive such a large population. However, it was from the early 1970s that Mexico began to experience large-scale growth generated by migration from rural areas to cities and between cities, in search of a better standard of living. This process gave rise to new settlements, many of which developed in unsuitable locations, without consideration of land ownership regimes or the natural characteristics of the terrain.

Excessive growth has led populations to occupy fertile land or high-risk zones. This expansion has occurred beyond planning frameworks and, in some cases, outside the control of authorities, since at that time there was no proper analysis of the most suitable areas for development, nor of the ecological impacts involved. In Mexico, there were still no laws regulating this situation, which can therefore be considered the beginning of not only urban but also ecological and environmental problems.

From 1972 onwards, laws and institutions were established to regulate urban growth. Nevertheless, there has been an overlap of responsibilities in some areas and a lack of coverage in others. Institutions often intervene within their own competences, but their actions may contradict one another due to the absence of an integrated instrument that would help evaluate suitable locations not only for the benefit of the city but also for the environment.

To address this situation, there is a need for an easy-to-use instrument to determine the most appropriate locations for different land uses, as well as for identifying the elements that may trigger urban growth. Such development must be sustainable, meaning that it should not significantly deteriorate or negatively affect natural systems (soil, water, air, flora, and fauna), whether locally or regionally.

Based on international experiences—such as those of the Club of Rome, developed in collaboration with researchers from the Massachusetts Institute of Technology (MIT) through the theory of complex dynamic systems in the late 1960s—and considering this work as a starting point for research on human impact on the environment, it is understood that theories developed in previous centuries by physicists, such as the laws of thermodynamics (particularly entropy), can be useful in understanding the functioning of the Earth as a complex system. In this system, chance and complexity generate many of the critical processes affecting the planet.

Working with some of the variables used by the Commission of Studies of the Private Sector for Sustainable Development (CESPEDES), this research proposes the development of an environmental sustainability index for organizations in Mexico, given the need to evaluate the ecological impact that developments generate on the rest of the city and surrounding 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—social, economic, and environmental—comprehensively, conflicts do arise due to limited land availability 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 among stakeholders can be addressed in an open and equitable manner. The results are

validated using a case study involving the proposal for a new town located near a nature area.

The overall approach is an adaptive process that combines collaborative learning with analysis-centered decision-making modes. The Contingent Choice Method, a technique that measures non-use value, was applied via a paired rating survey in order 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 1980s, the shrimp farming industry grew exponentially throughout coastal zones and estuaries around the globe. Modern large-scale shrimp farming is preferably located 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 established in preserved common-use areas inhabited by traditional populations whose livelihoods are intrinsically linked to natural resources. Free access to common environmental resources of mangroves and the availability of pollution-free watersheds are key factors that have allowed these groups to sustainably maintain their livelihoods.

Natural resource-dependent populations are the groups most affected by shrimp farming agribusiness. This sector has left a trail of ecosystem destabilization and disruption of traditional systems of social reproduction, as well as processes marked by violations of constitutionally guaranteed rights, leading to the emergence of socio-environmental conflicts.

In Brazil, since the mid-1990s, shrimp farming agribusiness has been growing rapidly in the North and Northeastern regions. This paper proposes to analyze the environmental licensing process of the largest shrimp farming enterprise in Brazil, covering 1,500 hectares in a Northeastern estuarine area.

The objective of this work is to analyze this case of socio-environmental conflict using ethnography as the primary research tool, in order to capture the different perspectives invoked by local actors to legitimize their positions. "Economic rationality", "job creation", and "the natural vocation of the territory" are some of the "words of order" (Deleuze & Guattari, 1980) employed by entrepreneurs to justify the establishment of highly polluting facilities in mangrove areas.

Strong affinity relations among private entrepreneurs, state licensing agencies, and municipal administrations are firmly anchored in the discourse of “job blackmail”—which subordinates supposed social benefits to environmental risks (Bullard, 1994)—and in widespread practices of threats and intimidation directed at affected populations.

This paper aims to present a detailed examination of the discourses and practices used by local actors to legitimize their claims over who can manage environmental resources. The author has conducted long-term ethnographic research in the area and observed the initial phase of the licensing process, as well as the emergence of a complex political struggle that questions the very conditions for 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 credible and widely understandable ways to evaluate whether, for example, low-income and minority populations are disproportionately adversely affected by current environmental conditions or by planning alternatives, this issue is more likely to be treated rhetorically than analytically. Since we tend to focus on what we can measure, and give only lip service to what we cannot, developing methods to measure the social fairness of planning alternatives can 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 better incorporate it into planning practice? The strategy used 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 plans and policy options. Much of this literature is recent and was encouraged by Executive Order 12898, signed by President Clinton in 1994, which required all federal

agencies to assess the environmental justice implications of their actions and to reduce and mitigate impacts that fall disproportionately on disadvantaged populations. While subsequent administrations have sought to weaken these requirements, the Executive Order has not been formally repealed. Since 1994, federal agencies and researchers have explored a number of approaches to implement it.

The second step in the strategy is to focus on two specific efforts to account for and address environmental justice implications of major projects. One case involves the routing of a light rail transit system through several communities. The other assesses design alternatives for replacing a major elevated highway along a downtown waterfront that was damaged by a recent earthquake. Both examples are from the Seattle, Washington area and involve modest federal financial contributions.

Lessons drawn from these cases include challenges related to data sources, the need to address interactions between environmental impacts, issues of validity in measurement, and methods for involving affected communities and communicating 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 an innovative practice of risk prevention and mitigation planning, 18 municipalities, coordinated by the Province of Naples and the Campania Region, are addressing the full range of risks embedded in a volcanic mountain. The area has a population of approximately 500,000 people and functions as a suburb of one of the largest Italian metropolitan areas, despite repeated destruction of settlements over past centuries. The aim is to improve communication networks for evacuation, compensate building rights in residential areas following a ban on new housing construction, support programs to reduce residential density, and promote the conversion of buildings from residential to non-residential uses. Local governments have required that the plan link risk management with opportunities for economic and social development.

One of the main planning tasks is to share decision-making with local communities by reaching agreement on objectives, projects, and their implementation. This implies:

- a) long-term communication efforts;
- b) involvement of people in scientific findings;
- c) empowerment of local actors;
- d) creation of forums for deliberative processes;
- e) integration of knowledge and planning;
- f) connection among planning levels.

The paper focuses on collective awareness in situations where lives are at stake over a long-term perspective, where a complex set of interests is involved, and where citizens seek to act as participants in the decision-making 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 these systems perform.

The rates of change (species extinction, habitat loss, and sea level rise), the processes underlying these changes, and the multiple scales at which these activities occur are now of central concern. Yet there is limited consensus across disciplines, or even within individual ones. These limitations are also reflected in policy arenas. While each discipline has its own theories, methods, and vocabulary, there is general agreement on fundamental principles such as balancing environment and development, and mediating social, economic, and ecological concerns with a view toward the future.

What is missing is a rigorous definition of sustainability and a theory to conceptualize and measure it. Sustainability can be understood through rate processes. A sustainable process is one whose rate can be maintained over time without exceeding the capacity of its surroundings to support it, including the ability to absorb its impacts. Sustainable processes are those in which rates of production and regeneration equal or exceed rates of consumption and by-product accumulation.

Just as material processes are governed by the first and second laws of thermodynamics and the theory of rate processes, a general theory of sustainability can be grounded in these concepts, applied to both dynamic and static systems. This theory provides a basis for conceptualizing consumption and production as sustainable processes.

Sustainable processes are those that replenish flows of matter, energy, information, capital, and other system components at levels where outputs are at least equal to inputs in both quality and quantity. This includes processes in which rates of regeneration (replenishment) equal or exceed the combined rates of depletion,

extraction, and consumption, and where the production of waste or by-products remains below the level that the environment can absorb while remaining healthy and viable over the long term.

These replenishment processes should also contribute to reducing inequalities among social groups. Sustainable systems operate in a circular manner, where the outputs of one process become the inputs of another. In such systems, waste effectively disappears.

This dynamic and scale-independent framework for sustainability overcomes the limitations of static approaches that measure conditions at a single point in time or space. Moreover, some existing concepts of sustainability assume fully closed systems, which do not correspond to real-world conditions from a thermodynamic perspective.

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## BUSINESS AND THE ENVIRONMENT

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The paper examines whether and how environmental problems can be addressed within a capitalist context. Scholars such as Hawken, Lovins and Lovins (1999), and McDonough and Braungart (2002), argue that this is possible. The analysis uses empirical data to demonstrate how the positive effects of technological and process changes described by such authors are offset by the detrimental impacts of operating within a system based on unlimited financial accumulation.

The net result is a continued depletion of non-renewable resources and prolonged ecological damage. This does not imply that environmental planning cannot be effective. On the contrary, if the long-term systemic outlook is as concerning as suggested, there is an even greater need for thoughtful and responsible planning. However, these findings call for a fundamentally different approach to environmental policy—one that explicitly incorporates structural and systemic constraints into the analysis. Only in this way can the full implications of business operations, and the challenges faced by the environment, be adequately understood and addressed.

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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. While concern for parks and open space within cities is not new, we now better understand the essential ecological functions served by urban streams, forests, and open land. Urban resource managers must therefore address interconnected issues such as water quantity, water quality, and wildlife habitat.

Efforts to protect the integrity of ecosystem elements within cities are particularly challenging because they must simultaneously consider social, economic, and political implications. In an era in which “sustainability” is a key priority for public agencies and civic groups, the need for urban ecosystem protection to address the “three E’s” (economy, environment, and equity) is more compelling than ever.

This paper extends ongoing research on management strategies and the loss of riparian vegetation in three cities within the Portland, OR metropolitan region between 1990 and 2002. Empirical research has identified the magnitude and spatial distribution of vegetation loss along riparian buffers of varying widths, as well as key areas of loss. The paper reports on efforts to clarify the ecological, economic, and social costs and benefits associated with these losses. In particular, it presents an approach for analyzing the social distribution of costs and benefits, with special attention to who bears the costs and who gains the benefits.

Regulatory and management strategies in each municipality are reviewed as indicators of how resource protection is valued. Policies are interpreted as reflecting implicit trade-offs between protection and potential resource loss. Public records and interviews with relevant stakeholders are used to reconstruct the decision-making processes behind major cases of vegetation loss.

In many cases, resource losses and their distributional impacts were either (a) not considered during development permitting, (b) considered insignificant, or (c) outweighed by perceived gains in other domains. The analysis therefore examines how costs and benefits are allocated, linking directly to broader issues of social justice and sustainability.

These findings contribute to resource management education and practice by clarifying whether such losses result from technical limitations (lack of knowledge or awareness) or from political decisions (prioritization of certain community needs).

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Key data sources:

Existing GIS-based analyses of resource loss; public documents related to development permits; interviews with relevant development professionals and 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 as a problem and their willingness to pay for waste collection services. If residents do not perceive waste as an aesthetic, environmental, or health problem, they have little motivation to pay fees for a community-based waste collection system.

Residents may not consider waste a problem because they can dispose of it by throwing it into nearby rivers or dumping it in open spaces. Consequently, when asked 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 of their effectiveness remains limited.

Previous survey research has examined household perceptions of waste (cf. Nunan, 1996) and willingness to pay for improved waste collection services (Altaf and DeShazo, 1996), but these findings have not been directly linked to the impact of environmental education programs. This study attempts to establish that connection.

As part of a feasibility study for a proposed community-based waste collection project, a survey of 300 households was conducted in an area of Siem Reap, Cambodia, which currently lacks formal 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 the same fees as residents in serviced areas. It also collected data on socio-demographic characteristics, as well as respondents' environmental attitudes and awareness.

Using a logistic regression model, the study found that education, proximity to the local river, socio-economic status, and awareness of waste as a problem were significant predictors of willingness to pay for waste collection services. After implementing an environmental education program in the study area, a follow-up survey showed an increase in willingness to pay.

The study concludes that environmental education programs can enhance willingness to pay by increasing environmental awareness and that such programs are a crucial component in planning community-based waste management systems.

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## IMPLEMENTING THE EUROPEAN LANDSCAPE CONVENTION. APPROACHES AND CRITICITIES

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The European Landscape Convention (2000), by placing sustainability at the center of its strategy, has stimulated in the European context the development of an integrated system of policies aimed at protecting, managing, and planning all landscapes. It considers the territory as a framework for people's lifestyles, as an expression of regional and local identity and diversity, and as an important resource for socio-economic and territorial development.

The Convention introduces, at the pan-European level, a reference strategy for action, promoting a common approach across different landscape planning traditions, with the aim of enhancing landscapes as a key element of territorial sustainability.

The Convention is currently being implemented in several member states which, despite differing approaches, results, and challenges ("criticities"), have placed landscape policy at the core of their sustainability strategies. Recent landscape policies and implementation approaches can be understood as the result of interaction between European guidelines and the historical traditions of protection and planning in each country.

In this context, the paper analyzes approaches, challenges, and recent experiments in policies, programs, and projects aimed at the valorization and creation of landscapes, in order to implement the Convention in selected countries (including Germany, Austria, the Netherlands, England, Spain, France, and Italy).

This comparative analysis highlights the role of different landscape cultures in relation to traditions of protecting natural and cultural resources, as well as their integration within spatial planning systems. The analysis also addresses:

- the specific pathways through which each planning culture implements the Convention;

- the relationship between landscape planning and other planning domains (spatial planning, infrastructure planning, water management, protected areas planning, etc.);
- the interaction between different levels of landscape planning;
- the connection between large-scale landscape planning (national or regional) and project-level interventions;
- the relationship between landscape identification and evaluation processes and the plans and projects designed to protect, restore, and innovate landscapes.

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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 two international multi-stakeholder planning networks organized to coordinate research and policy advocacy on sustainability and social or environmental justice. Environmental justice studies focus on inequalities in pollution exposure and in access to decision-making institutions. These inequalities reflect a broader crisis of social justice and democracy, as the burden of environmental pollution is disproportionately borne by marginalized communities.

At the same time, this also reflects a problem within planning, as many planning processes are not inclusive of environmental justice models or their practitioners.

Research and advocacy on environmental justice have shifted from focusing primarily on pollution sources to also include the built environment. Much of the research in this field has been driven by activists seeking to transform polluted communities into spaces where environmental justice is actively practiced.

One important advocacy method is the use of cyberspace, which has supported policy efforts at local, regional, and global scales. This paper considers two such collaborative networks.

The first is the Transatlantic Initiative to Promote Environmental Justice, a collaboration among scholars, human rights advocates, and environmental policy actors in the United States and their counterparts in Central and Eastern Europe.

The second case is the International Campaign for Responsible Technology, a network of scholars and policy advocates working to conduct research and support policy campaigns aimed at making the electronics industry more sustainable in urban centers across North and South America, Europe, and Asia.

These networks demonstrate:

- the potential of integrating theory and practice through university–community collaborations;
- the possibility of linking environmental sustainability, human rights, and the built environment;
- the strength of Global North–Global South collaborations.

Both networks already make extensive use of cyberspace tools for information exchange, research production, and policy advocacy. However, they lack:

a) systematic evaluation of these efforts; and

b) opportunities to further enhance their capacities through the use of a Global Planning Grid (GPG) framework.

Key actors in both networks are scholars affiliated with major research universities. The paper raises several questions:

- Are there more effective ways to connect planning schools with regional and international environmental justice networks?
- What role can scholars play in theorizing and facilitating new forms of engagement between universities and community-based organizations?

This abstract was developed in collaboration with two colleagues (Keith Pezzoli and Richard Marciano), who are also submitting separate abstracts on cyberinfrastructure and progressivism. The authors express the hope to be placed on a joint panel.

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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 aims to demonstrate the importance of considering the impact of urbanization-related factors—such as industrial development and population pressure—on the environment within the broader context of regional development in a developing economy. It investigates the extent of water pollution attributable to domestic sources and manufacturing industries within a specific region. Based on its findings, the paper argues for a shift in the mindset of policymakers and regional planners regarding the sources of water pollution and their approaches to environmental protection in the context of urbanization.

In developing countries such as Pakistan, pollution control strategies at the regional level tend to focus primarily on managing pollution caused by manufacturing industries. However, planners and policymakers often overlook pollution generated by population-related factors. In response, this study seeks to determine regional manufacturing output by inventorying and categorizing industrial units. The total manufacturing output is then converted into pollution loads using the World Health Organization's Rapid Appraisal Method (RAM).

The study also estimates pollution loads as a function of population size. It relies on data collected during earlier fieldwork from various national and provincial government departments in Pakistan, as well as reports from the United Nations and other international agencies. Additional supporting evidence is drawn from expert reports and the broader literature to clarify findings and support conclusions.

The findings and recommendations emphasize the need for policymakers and planners to account for the impact of population on water quality in order to ensure sustainable development. This consideration is particularly important in regions with high population densities, such as Punjab.

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## URBAN VULNERABILITY AND SUSTAINABLE DEVELOPMENT

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Cities represent the historical expression of the highest level of artificiality achieved by humankind in its interaction with nature. This artificiality makes cities dependent on continuous interaction with and appropriation of external environments, which are necessary for both social reproduction and the production cycles of the built environment. This intrinsic characteristic constitutes an ontological condition that limits the full implementation of the concept of sustainable development in urban environments.

As highly complex systems, cities perform multiple interdependent functions, which also make them highly vulnerable and prone to both socio-technical and natural hazards.

The economic development of Mexico over the past fifty years has been accompanied by a process of urbanization of equal or even greater magnitude. Its main characteristic has been a pattern of extreme population concentration in a single city: Mexico City. The speed of metropolitan growth has been such that the population of the Mexico City metropolitan area increased from 1,640,314 inhabitants in 1940 to nearly 19,000,000 today, concentrating approximately 48% of the country's industrial GNP. This represents nearly a tenfold increase in population within just fifty years. Such rapid growth has exceeded the capacity of the state to meet the needs of migrant and low-income populations.

This precarious process has occurred at the expense of surrounding areas—often on land with high agricultural productivity or rich biodiversity, on land with low seismic resistance, or on the beds of ancient lakes that were deliberately drained. As a result, many settlements have developed on mountain foothills and in irregular high-risk zones, where the provision of services is difficult and costly.

Due to its scale and the near absence of planning, this precarious and chaotic urban growth has made the city highly vulnerable to natural phenomena. The 1985 earthquake demonstrated the city’s vulnerability, as do regular floods and landslides during the rainy season, which entail significant economic and social costs. The city is also vulnerable to technological and social disasters, such as the 1984 catastrophic explosion at a liquefied petroleum gas plant, which officially caused around 450 deaths.

This paper presents the results of empirical research conducted in Mexico City, aiming to demonstrate the highly uneven distribution of urban vulnerability in relation to natural and human-induced disasters. It also examines the dysfunctional relationship between the objective vulnerability of the urban physical structure (particularly housing) and the population’s perception of risk.

The study assumes that coherent risk perception is a key factor for the successful implementation of urban planning actions aimed at risk mitigation, as well as for the development of a broader “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 conflicts over eucalyptus plantations in several countries, particularly Brazil, Uruguay, and Spain. These conflicts are important for planners because eucalyptus plantations have been expanding rapidly worldwide, while there is no consensus on their economic, social, and environmental impacts.

Until the end of the eighteenth century, eucalyptus was unknown in the West and confined to the Australian subcontinent. Two hundred years later, by 2000, eucalyptus plantations were present in more than 100 countries, covering approximately 16 million hectares. Many industries, especially pulp and paper, depend on eucalyptus and its large-scale cultivation. Regions with tropical and subtropical climates have attracted significant investment due to the advantages of growing eucalyptus in warm environments.

However, initial optimism about the benefits of eucalyptus has been increasingly challenged by environmentalists, civil society groups, and even governments in some regions of Spain, Uruguay, and Brazil. While eucalyptus has contributed significantly to the economies of many countries, it has also generated growing resistance due to the scale of plantations and the perceived failure to deliver promised economic and social benefits.

Part of the literature identifies the expansion of the pulp and paper industry as a threat to biodiversity and highlights the broader environmental and social impacts of large-scale plantations.

There is extensive debate within the social sciences on eucalyptus, addressing its social, economic, historical, political, and environmental dimensions. However, no consensus has been reached regarding its impacts. Critics argue that eucalyptus plantations can lead to excessive water consumption, soil erosion, depletion of soil nutrients, loss of biodiversity, and reduced land availability for other agricultural uses. On the other hand, industry actors and some academic proponents challenge these claims, arguing that the negative impacts are overstated. This makes the debate particularly complex and contested.

Although the literature raises many important questions about the social and ecological effects of eucalyptus, many remain unanswered. It is still unclear why conflicts arise in some regions but not in others, and why different stakeholders hold opposing views on eucalyptus plantations.

This roundtable seeks to shed light on these issues, particularly considering the role of investors in securing more flexible regulatory frameworks and fostering local acceptance in economically depressed areas affected by unemployment.

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## VISITOR MODEL FOR CARIBBEAN NATIONAL FOREST RIVERS

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The paper documents the development of a visitor model for river recreation sites located in or near the Caribbean National Forest in Puerto Rico. The model is designed to forecast both the daily and annual number of river visitors.

Sample data were obtained from 793 interviews conducted at 19 sites along the Mameyes and Espíritu Santo rivers during the months of June, July, and August 2005.

The explanatory variables used in the annual model include travel costs, the presence of a waterfall, pool volume, road width, mean annual discharge, and the number of parking spaces. The independent variables for the daily visitor model additionally include precipitation, temperature, family income, age, education level, gender, level of crowding, and level of enjoyment.

The model may assist forest administrators and government officials in forecasting visitor numbers based on 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 in the city of Nuevo Laredo, Tamaulipas. Residential water demand has rarely been studied in cities in developing countries. 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 for improving water management (Renzetti, 2002). Indeed, a number of studies

(see, for example, Shirley, 2002) show that the management of urban water systems in developing cities is often highly inefficient.

#### Methodology

We utilize a dynamic panel data model based on monthly water consumption data to estimate the effects of price, lagged consumption, and lagged nonpayment on residential water use. We are particularly interested in the potential impact of nonpayment on water consumption, as users who do not pay may consume more water. Using a dynamic model allows us to capture consumption habits reflected in past usage. Additionally, panel data methods help control for unobserved variables that are difficult to measure (such as household water appliance characteristics). We employ the Arellano and Bond (1991) estimator due to its advantages in handling models with weak exogeneity.

#### Relevance

This study contributes methodologically to the literature on residential water demand by applying dynamic panel data analysis in a developing country context. It also tests the hypothesis that the proportion of non-paying users is a significant explanatory factor in water consumption patterns.

#### Data Source

Water consumption and billing data were obtained from the municipal water agency in Nuevo Laredo (COMAPA), Tamaulipas. The dataset includes information on water consumption, billing, and nonpayment indices at the household level (30,617 accounts) over a five-year period (1998–2002). Monthly payment and billing data were deflated using the National Consumer Price Index (INPC), base year 2002, for the border region, provided by the Bank of Mexico.

This paper is drawn from an approved dissertation proposal.

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## CULTURAL AND ENVIRONMENTAL PROPERTIES FOR A COMPATIBLE TERRITORIAL PROMOTION: A PLAN TO BE CONSIDERED IN SICILY

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The main subject addressed in this paper concerns the valorization of cultural and environmental resources in a central area of the Mediterranean basin characterized by strong historical and symbolic meanings. Sicily represents a point of intersection of cultures and civilizations, which have left layered testimonies over time.

The aim is to introduce a study plan that formulates a methodology for a general program of requalification, within the complex relationship between nature, human activity, and the built environment.

The concept of valorization is closely linked to cultural heritage. Since the 1964 “Venice Charter,” the meaning of cultural property has expanded from isolated architectural artifacts to include the urban and landscape environment. The “Carta di Gubbio” (1977) further established that urbanism should ensure that each element of the built environment is understood as part of a continuum, contributing to the concept of inseparability between city and territory.

The valorization of cultural heritage must be an integral part of planning and community management processes (at regional, provincial, and municipal levels), in order to contribute to sustainable social and economic development. This process should ensure the participation of inhabitants, alongside experts and administrators, as emphasized during the International Conference on Preservation (Krakow, 2000). Valorization can only be achieved through active preservation—through interventions that respond to contemporary needs. Through design (“the project”), it is necessary to demonstrate the ability to transform consolidated spaces into new spaces suited to present-day needs, while respecting their historical and artistic features and integrating modern functional and technological requirements. A property that is not functional may quickly deteriorate, whereas one that is maintained efficiently can last for centuries.

Each intervention is unique due to the specific nature of the property being preserved and must be approached with care and humility, as any mistake may result in irreversible damage or even total loss. While each case is distinct, research and planning methodologies can be replicated or serve as references for similar situations. The Sicilian territory offers numerous opportunities for planners, thanks to its rich natural and historical heritage and the inseparable relationship between land and sea. If cultural properties across the island are valorized and connected into a network, it becomes possible to develop a historical-critical understanding that highlights their artistic, documentary, aesthetic, historical, and socio-cultural value—particularly those aspects not previously recognized.

It is essential to reconstruct the formation of territorial identity over time, linking it to geological events, social dynamics, and economic processes. This enables the identification and documentation of transformation processes and the definition of possible future development scenarios.

Regional and local compatibility must be assessed in relation to uses and typologies—not simply to “use” resources, but to “valorize” them, restoring their dignity while assigning new roles and meanings that remain consistent with their intrinsic nature.

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## METHOD FOR EVALUATING A CITY'S FOCUS ON SUSTAINABILITY BY LAND USE

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The concept of sustainable development has been widely used across various fields—not only in environmental and development studies, but also in agriculture, tourism, and transport—since the publication of *Our Common Future* by the United Nations in 1987, which established sustainable development as a global objective.

In urban planning, this implies a fundamental shift from a model based on growth and expansion toward one based on sustainability. Increasingly, cities—particularly in Europe—aim for more compact urban forms as a way to enhance sustainability.

However, achieving urban sustainability cannot follow a universal model, as each city has its own development history and spatial characteristics.

Therefore, it is important to develop a method for evaluating the quantitative impact of sustainability in relation to land use and urban structure, and to compare different urban forms in order to support the realization of sustainable cities.

Various methods for estimating sustainability have been developed by international organizations, national governments, and cities. However, these are often insufficient for evaluating the impact of land use and urban structure, as they either fail to integrate the environmental, social, and economic dimensions, or do not adequately incorporate the temporal dimension.

This study aims to develop a method for evaluating the impact of sustainability related to land use and to verify its usefulness through a case study of a real city. The proposed method is characterized by three key features:

- it focuses on urban activities influenced by land use and spatial structure;
- it incorporates a temporal dimension;
- it evaluates sustainability holistically across environmental, social, and economic dimensions.

The study is structured in three phases. First, it clarifies the definition of sustainability through a review of existing interpretations. Second, it develops a basic evaluation system addressing environmental, social, and economic aspects. Finally, it applies this system to assess and compare alternative land-use scenarios in a real urban context.

The case study results indicate that the method can serve as a useful guideline for assessing sustainability by quantifying and visualizing the impacts of land use.

In Japan and other Asian countries, urban planning faces challenges such as population decline and the weakening of city centers, which may be considered unsustainable trends. The proposed evaluation method can contribute to identifying solutions tailored to the specific conditions 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 achieve and establish processes of urban sustainability are increasing worldwide. This trend reflects decades of international efforts to conserve local resources and reduce the negative impacts of urbanization and the consumption of scarce non-renewable resources. Beyond environmental concerns, sustainability is also seen by urban governance as a way to reduce the costs of urban services, improve maintenance of existing infrastructure, and guide future physical development and the regeneration of deteriorated or underused urban areas.

However, the factors necessary for implementing effective urban sustainability practices remain insufficiently understood. This research focuses on the dimensions of resource conservation and urban regeneration, advancing the hypothesis that progress in urban sustainability at the local level depends on collective awareness and communication networks among stakeholders.

The study examines sustainable plans and policies, legal and institutional frameworks, programs, and selected projects in three North American cities (linked through NAFTA): Montreal, Puebla, and San Francisco.

Conservation (of buildings, land, transport, energy, water, and air) and regeneration (restoration and re-establishment of buildings, land uses, transport systems, environmental quality, and ecosystems) are treated as key domains of activity. These require varying levels of collective awareness and stakeholder collaboration over time to produce sustainable outcomes.

For each city, the research analyzes different spatial scales of intervention (block, neighborhood, district, city-wide, and metropolitan levels) and evaluates the quality and effectiveness of selected projects in relation to the degree of collective awareness and communication among stakeholders.

The case studies involve different actors, including public agencies, the private sector, and community groups. Examples include:

- Montreal: restoration of a river district; rehabilitation of a former waste site into cultural and environmental uses; regeneration of railway yards into a new neighborhood.

- Puebla: restoration of natural systems; reuse of unused factories and urban renewal; development of a territorial reserve; environmental regeneration of a low-income area.
- San Francisco: transformation of a former federal military site into a public urban trust; regeneration of a convention center area; redevelopment of an industrial bay zone; and implementation of city car-sharing initiatives.

The paper presents the hypothesis, methodology, and selected case studies (one per city), focusing on how collective awareness and stakeholder communication networks are developed through both formal and informal mechanisms (such as local laws, regulations, public meetings, and professional associations).

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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 past five decades. In the 1990s, a broad consensus emerged that such projects would be more sustainable when community members—particularly women—participated in planning and construction, demonstrated clear demand for service levels, and contributed financially to capital and operational costs. More recent studies have also highlighted the importance of social capital, governance, and post-construction support in sustaining services.

This paper evaluates the relative contribution of these factors to the sustainability of rural water systems in the Cuzco region of Peru. It forms part of a three-country World Bank study examining sustainability determinants and the role of post-construction support.

The Peru case study compares two types of water supply programs: projects implemented under the Peruvian FONCODES social investment fund and those developed through the SANBASUR program funded by the Swiss government. Both

programs operated in rural communities but differed in their approaches to community participation, gender inclusion, and household contributions. The communities also vary in terms of social capital, governance structures, and levels of post-construction support.

The analysis is based on multiple data sources, including 2,500 household surveys, interviews with system operators, and focus group discussions conducted in 99 villages. This study differs from previous research through its application of regression analysis and structural equation modeling to capture the multi-dimensional nature of sustainability. It also enables comparison across a relatively large sample of villages sharing similar hydrological, geographical, and technological conditions. Particular attention is given to governance and post-construction support, which have often been underexplored in earlier studies.

The findings contribute empirically to a better understanding of sustainability in rural water systems and help identify which factors are most critical for long-term performance.

This paper reflects ongoing research led by Dr. Linda Prokopy and forms part of Rich Thorsten's doctoral dissertation under the supervision of Dr. Dale Whittington. Funding is anticipated from the Bank-Netherlands 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, requirements related to energy saving, environmental impact assessment, and material flow management in construction have been addressed primarily at the level of individual buildings—through the development of low-energy, passive, and energy self-sufficient buildings.

At the level of development and settlement structures, however, the potential for saving energy and resources remains significant but largely underutilized. Spatial concepts aimed at reducing energy and resource consumption—while also considering user needs, urban ecology, urban design, and public space in an integrated manner—are either lacking or insufficiently addressed in planning practice.

In response to this challenge, the authors are conducting a research project with the primary goal of generating findings that will support improved spatial quality and design of resource-efficient development structures, particularly in the housing sector. The project focuses on several key aspects:

- implementation of future-oriented building concepts at the level of development and settlement structures;
- consideration of rapidly changing spatial and temporal user requirements;
- enhancement of residential areas through high-quality public space design;
- development of a design repertoire for public space.

The research includes a review of national and international literature, as well as visual and textual analyses of built examples. These analyses form the basis for developing a design repertoire and a reference framework for resource-efficient development concepts, with a particular emphasis on public space. A synoptic overview will also be produced to highlight existing strengths and identify current deficiencies.

The well-being of people in their living environment is strongly influenced by spatial qualities, making their evaluation and further development particularly important. The results of this practice-oriented research can be directly applied in planning education, especially in the fields of development planning and urban design.

The analysis is structured around key dimensions including urban design principles, socio-demographic factors, land use, infrastructure, and aspects of environmental psychology.

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## INTEGRATING ECOSYSTEM DIVERSITY INTO SPATIAL PLANNING

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Ecologists have long been concerned with the concept of diversity when studying the structure and functions of ecosystems. Diversity is considered an important property that contributes to the resilience and stability of ecosystems. It has also been recognized that diversity exists at different hierarchical levels, ranging from genetic diversity to ecosystem diversity at the landscape scale.

Ecosystem diversity in urban areas is influenced by landscape change (e.g., the amount, size, and spatial distribution of ecological habitats), ecosystem management, and various other impacts caused by urban development. Therefore, spatial planning in urban areas should be based on a comprehensive understanding of the distribution patterns of ecological habitats, biotopes, and land-cover types.

Although spatial planners are aware of the importance of ecosystem diversity, there is still a lack of effective approaches for incorporating it into planning across different spatial scales. This study proposes that ecosystem diversity can serve as a meaningful foundation for spatial planning aimed at sustainable urban development, by promoting more stable and resilient ecosystems.

The research seeks to integrate spatial aspects of diversity into planning practice and proposes a framework for assessing ecosystem diversity within spatial planning processes. The Taipei metropolitan area is used as a case study. The measurement of ecosystem diversity at different spatial scales and its implications for spatial planning are examined.

This paper is based on an almost completed doctoral 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 and hygiene are crucial determinants of human quality of life. Their relevance is most evident at the local level, where issues such as noise, poor air quality, and safety risks directly affect especially urban populations. This highlights the importance of effectively embedding environmental health and hygiene considerations into local decision-making processes.

Current decentralization trends in many European countries are increasing the responsibilities of local authorities, raising the question of how to ensure that environmental objectives are adequately integrated into local practices. Relying solely on local authorities can be problematic, as environmental goals are often overshadowed by strong economic or financial interests. Therefore, top-down policies are frequently needed to support and stimulate the integration of environmental concerns into local decision-making.

Research into Dutch practice shows that existing tools for achieving this integration often fall short. Both informal mechanisms—such as the dissemination of policy concepts like sustainability—and formal instruments—such as strict environmental limit values—have limited effectiveness in internalizing environmental health and hygiene within local governance. Without strong incentives, the transfer of policy concepts often does not translate into concrete action. Conversely, formal instruments tend to focus on compliance without effectively communicating the underlying motivations and ambitions.

As a result, many local authorities operate within legal minimum requirements rather than striving for the highest possible environmental quality. This limits broader thinking about environmental quality beyond compliance and constrains the effective integration of environmental health and hygiene into local decision-making.

Drawing on interpretive policy analysis and discourse theory, this paper argues that formal and informal approaches to transferring environmental ambitions should be seen as complementary. Only through such integration can environmental health and hygiene be fully incorporated into the broader concept of physical environmental quality.

The paper synthesizes findings from three previous studies to support this argument. It also discusses the Dutch “City & Environment” approach and the EU Natura 2000 framework as examples of instruments that successfully combine formal and informal elements. These approaches are shown to be capable of transferring not only legal requirements but also the meanings and motivations behind them, thereby strengthening the integration of environmental quality considerations into local governance.

This paper is based on an approved dissertation proposal by C. Zuidema MSc on “Interaction between European Union environmental policies and local urban governance”, supervised by Prof. Dr. G. de Roo (G.de.Roo@rug.nl).

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## 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 incentives, and evaluate opportunities for development towards a knowledge-intensive economy in the near future.

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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 research; 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 with 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 significant differences at the 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 neighbourhoods. 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 such as the perceptual, relational, meaningful and historical-evolving.

The discussion is about whether 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 their own place competitiveness, achieving a self-organizing economy, but in public housing estates, area-based initiatives seem to need the combination of organisational and social aspects, such as the commitment of all social agents involved, more 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.

References:

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## URBAN AND REAL ESTATE DEVELOPMENT OF THE CENTRAL UNIVERSITY OF VENEZUELA'S 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 Venezuela 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 entity 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 university's 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 results 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 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 organization of the financial network 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 1960s and a system that will emerge from the reorganization process that started in the second half of the 1980s. 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 affects broader layers of the population, that is, the way in which the domination of 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 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 Bauman. With this title of his book, Bauman refers to people that are no longer needed in contemporary capitalism, that are redundant in current consumer societies. That is 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 also trying to reduce unemployment rates and, as a consequence, social tension, crime and violence that have become among the most worrying urban challenges today.

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, aiming to stimulate the 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 among the actors involved in this Collaborative Model of Economic Development, the paper intends to demonstrate to which extent governments succeeded in promoting new network-oriented

forms of co-operation in local development initiatives and in fostering 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 on the possibilities and limits of moral economy initiatives at 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 city, a peace line between Protestant Loyalist communities and Catholic Republican neighbourhoods. The development of this new mixed-site campus is deliberately planned to ameliorate urban ethno-nationalist conflict and to engage its adjacent neighbourhoods in a new form of partnership between academy and community. Such an ambitious project is informed by two processes: the universal trends impacting on all UK universities; and the particular circumstances of Belfast, a contested city scarred by over three decades of political violence.

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## MEXICO CITY LAND VALUES RELATED TO LOCATION CENTRAL THEME

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As part of the “Real Estate Valuation Specialization”, 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 roughly represents half of the city.

A major problem is that a great percentage of the city is already built; in many cases supply refers to edifications, and land value in such cases should be obtained through indirect appraisal methods and not from 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 their relation to the CBD, taking into account the classical Urban Rent Theory which establishes the hypothesis that land values and urban uses are a function of the distance to the CBD.

For the Federal District with 9.8 million inhabitants, a moving CBD with many subcenters and an enormous urban complexity, experiments such as the one reported in this document are of great value for the understanding of the economics of a capitalist city.

#### HYPOTHESIS

Theoretical hypothesis: Land values are related to their location in relation to the CBD.

Empirical hypothesis: The neighborhood land values in 2005 are a function of their distance to the CBD.

Operational hypothesis:  $y = B_0 x^{B_1} e$ , where:  $y$  = land value;  $x$  = distance in kilometers;  $B_0$  and  $B_1$  are the parameters of the equation.

#### METHODOLOGY

Considering the experiments of 2005, the average value of each neighborhood included in the sample would be obtained. With these results, and considering the equation shown above, a correlation between these average values and their distances to the CBD will be carried out to obtain the  $R^2$  between these two variables in order to find the statistical relation which allows us to demonstrate the hypothesis presented.

#### RELEVANCE OF THIS WORK

These experiments, done with the contribution of students specializing in Real Estate Markets, are important since they help them to understand the particularities of the relation of land values from a regional perspective and not only on a singular basis, which is the main characteristic of this 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 1960s, also considering the works of Von Thünen, the Physiocrats, Ricardo, Jean-Baptiste Say and many other classical authors of Rent Theory.

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#### 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 their top priorities. Europe is not alone in appreciating the economic value of innovation. Contemporary social scientists and the popular media alike proclaim our inhabitation 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” (Rodríguez-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.

My dissertation will be focused on the contribution of latecomer regions in the global knowledge economy. The relationship between this paper and my dissertation is not certain. Supervisor: Michael Storper, email: michael.storper@sciences-po.fr.

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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, especially (but not only) in 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 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, for example, manufacturing industries and, more recently, creative industries. Yet business services are of great importance for many local and regional economies and are currently subject to a number of changes of serious consequence. To understand these changes and to see 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 Midwestern 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 interviewed 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, who 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 2005. Sixteen interviews were conducted 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, situated in one of the world's 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, facing 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 classic 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 cannot exclude sectoral and (inter)national political contexts from their design considerations (Maillat, 1998). However, the frameworks within which this current trend of regional development policy perspectives is generated are far from uniform. Current debates in economic geography have pointed to 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 to the neglect of the potential contribution of power and politics to intraregional tensions and uneven development (Cumbers, 2003).

These theoretical debates largely raise issues regarding 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 about by 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 Tâmega 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. These are the three major auto clusters in India, and have also recently emerged as leading software clusters. This study draws on extensive interviews with over 70 firms in the two industries. It also analyzes detailed data available from India's most widely cited firm-level database covering over 8,000 Indian firms, as well as data from various government sources and industrial associations.

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## THE UNIVERSITY, THE CITY AND LAND: COMPARATIVE 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 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 institutions, 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 paper 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 education in the land or real estate process is substantially different in different parts of the world. By undertaking a comparative case study of this varied role, we not only see and 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 the university as a site of knowledge and an 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 paper's final conclusions on new globalizing patterns of land, regulation, markets and state intervention that shape 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 for use in the system. Community indicators are increasingly attracting attention; the appeal lies in 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 predominantly 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 rural and urban contexts, and regional policy approaches are more prevalent there than in the U.S. Northern Ireland has numerous economic development 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 their service regions? 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, conducted 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 the application of an indicator system in the context of economic development evaluation and contribution to 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 welfare 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, 2004; 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 require 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 “creative 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 (post-industrial) industries.

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## URBAN COMPETITIVENESS IN MEXICO

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Specialised literature acknowledges the fact that territorial competitiveness is determined 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 and enhancements in the quality of life of the resident population.

The purpose of this 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 changes in the economic model, from a period based on trade protection and import substitution to a 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 abstract includes the design and implementation of a quantitative measure of urban competitiveness, using information from the

economic census, for the 56 largest cities in Mexico which had 250,000 inhabitants or more in 2000.

The relevance of the work to planning education and practice will be the findings that may align with theoretical positions which hold that a city's competitive position is positively related to increases in productivity and to labour market dynamics, aspects linked to local economic growth. Based on this, policy actions for local governments could be proposed in order to promote urban economic growth. The key data sources will be the national economic census from 1981 to 2004. This publication offers information about number of establishments, employed personnel, salaries, production and value added at the municipal scale. The study covers the manufacturing sector.

The author's academic and professional experience in the field of territorial competitiveness includes the publication of a book in 2003 on urban competitiveness in Mexico, four related articles, advisory work to the government of Nicaragua on territorial competitiveness for its national development plan, and participation in the Urban Competitiveness Project — a group of academic researchers from China, Mexico, the European Union, Canada and the United States whose ultimate objective is to strengthen the capacity of municipal leaders to enhance the competitiveness of their metropolitan regions and improve the economic prospects of their populations.

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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 its impact 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 infrastructure; and the third is the privatization of industry and the legalization and 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, the 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 illustrates how local officials, once freed from directives from central ministries, gain improved decision-making authority, develop innovative financing mechanisms, and experiment with new local state-led entrepreneurial activities.

The paper documents how Viet Nam's local leadership is learning from these new conditions arising from decentralization, providing scholars, policymakers and planners with valuable insight into how national reforms are interpreted and implemented at the local level in the Mekong Delta. All three case studies draw on extensive interviews conducted during fieldwork 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 source 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 distinctive national and sub-national modes of regulation comprised of new forms of collective provision, labour control, and environmental governance. These areas, driven by high-tech production and consumption, are often centred upon city-regions of former economic hinterlands.

Key location factors include linkages to external economies, specialized business services and destination spaces, rather than solely tangible considerations such as operating costs and rents. Quality of life is also a core component of new economy spaces and has contributed to their economic success.

However, the same competitive forces that shape these new economy spaces also produce internal contradictions and conflicts. Not least among these is the need for local political elites to secure economic growth, mitigate negative ecological consequences, preserve environmental and cultural amenities, and maintain social

equity. If the amenities that attract firms and individuals are degraded, this may undermine a place's competitive advantage.

In these new industrial spaces, the environment and demands on collective goods and services (housing, transport, community facilities, etc.) have become factors that must be actively managed, much like the conditions of continuous economic growth itself.

This paper draws on case studies of new industrial spaces in Europe, the USA and Asia to illustrate key debates around the economy, the environment, and the collective provision demands of these spaces.

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## CULTIVATING UNIVERSITY-INDUSTRY LINKAGES: THE CASE OF CHINA

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Evidence from industrialized countries shows that universities can provide the crucial underpinnings of dynamic industrial clusters within metropolitan regions. In the past two decades, strategies for enhancing research and innovation capabilities have assumed a more prominent position in China's development policy as the country seeks to catch up with the West. A key component of 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 Jiao Tong University) and the metropolitan economy. The paper characterizes the scale, nature and disciplinary span of research conducted by the two universities, and the evolution of their research focus.

It analyzes the extent to which, and the conditions under which, these universities have promoted the growth of collaborative local and international networks to strengthen ties between business and research. The paper also examines key institutional changes within the universities, as well as policy changes at local and national levels, that have enabled greater engagement with the local economy. In addition, it addresses the impact of universities' engagement with the business community on academic traditions.

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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 of attracting new residents while losing younger populations and experiencing an increasing proportion of elderly inhabitants. This phenomenon can be traced through demographic data from the Census.

However, it is often the impact of the movement of young people on urban development that receives attention, while the impact of older populations is overlooked. It is often assumed that only young people are mobile, while older people are not.

In fieldwork conducted in a historic town—Bedford, Pennsylvania—the author observed a notable influx of older residents. As a comparatively successful case of urban redevelopment and historic preservation, Bedford has been continuously attracting retired populations from surrounding cities. This process has also stimulated local economic development.

Based on analysis of U.S. Census data for Bedford Borough, as well as information from communication with local residents and municipal authorities, this paper examines the reasons why Bedford attracts new residents beyond tourists, the characteristics of this population movement, and its impact on local urban revitalization and economic development.

The advantages of redeveloping existing towns, as opposed to greenfield development, are discussed across ecological, economic and social dimensions. Policy suggestions for the redevelopment of historic towns are also proposed.

While the paper focuses on urban revitalization in the U.S., some findings may be applicable to other contexts. For example, China is experiencing rapid urbanization

through migration from rural areas and small towns to large cities, posing challenges for the redevelopment of older towns. The case of Bedford contributes to identifying feasible strategies to prevent the decline of such towns while preserving their cultural identity and community character.

Napomena:

Segment o mentorskom odnosu i e-mail adresi (Joel-Tarr) nije deo naučnog rada i ne treba ga uključivati u metapodatke ili opis.

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## Track 18: Healthy Cities

### CHALLENGES IN PLANNING FOR HAJJ, THE ANNUAL MUSLIM 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 their lifetime.

It takes place every year over approximately one week, from the 8th to the 13th day of the twelfth 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 led to the loss of lives.

This paper addresses both short- and long-term planning challenges in the preparation for Hajj. It highlights the difficulties of managing such an event. Hajj consists of a series of spatial-temporal activities involving hosting, serving, and transporting pilgrims to Mecca and then to the Holy Sites of Mina, Arafat, and Muzdalifah, before returning to Mina and Mecca within about a week.

Pilgrims come from over 180 countries and speak more than 80 languages. The paper discusses the causes of tragedies and potential measures to increase pilgrim safety. It examines the challenges of mega-scale planning, where seemingly minor decisions can have profound impacts, and also addresses the complexity of decision-making processes in both operational and political contexts.

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### 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 (such as 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 baseline data regarding the nutritional status of the target population through a validated survey instrument;
2. collecting information regarding perceived barriers to accessing healthy food through a series of focus group interviews; and
3. refining and utilizing a food assessment instrument to evaluate 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 used to collect nutritional data through the validated Block fat, fruit and vegetable intake screener (Block et al., 2000), while focus group sessions have been conducted at each site.

The development of the food availability and affordability instrument is guided by the USDA Community Food Security Assessment Toolkit and the CFSC guide to community food assessment. This instrument enables the evaluation of the availability and affordability of nutritious food at the neighborhood level in the three specific study areas.

Results from the dietary intake screeners, focus group sessions, and the food affordability/availability instrument will provide a comprehensive picture of community food security issues affecting adult female residents of the selected housing sites. Data analysis will identify both objective and perceived barriers to maintaining a healthy diet.

The results of this study will be shared with the Harrisburg Housing Authority, and discussion with the community will help identify directions for improving the food environment in these neighborhoods.

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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 steadily rising across all gender, age, race, and education subgroups for several decades. For example, over the past three decades, obesity has more than doubled among preschool children aged 2 to 5 and adolescents aged 12 to 19, and has more than tripled among children aged 6 to 11. The health effects of obesity are severe and long-lasting.

To date, relationships between the built environment and body mass index (BMI) have not been thoroughly evaluated for youth, particularly using longitudinal data. Using data from the National Longitudinal Survey of Youth 1997 (Rounds 1 through 7), we conducted both cross-sectional and longitudinal analyses of youth obesity.

Hierarchical modeling was used to relate characteristics of individuals, households, and places to BMI. U.S. counties within metropolitan areas served as the units of analysis. A county sprawl index, derived through principal components analysis based on census and related data, was the key independent variable. A wide range of socioeconomic and behavioral covariates were controlled for.

In the cross-sectional analysis, the likelihood of youth being overweight or at risk of overweight (at or above the 85th percentile relative to CDC growth charts) was significantly associated with county sprawl ( $p = 0.023$ ). The strength of this relationship was comparable to findings previously reported for adults.

However, longitudinal analyses—examining BMI growth trajectories over seven years and BMI changes among youth who moved between counties—did not show a significant relationship with county sprawl. The reasons for these differing results remain unclear. More refined measures of urban form, improved accounting for diet and physical activity, greater attention to residential preferences, and more comprehensive control of individual and environmental factors may help explain these discrepancies.

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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 levels of acoustic pollution. Studies carried out over recent decades have shown that noise affects people's health and well-being, producing both physical and psychological effects. However, such impacts depend on the objective and subjective conditions present in each case.

The aim of this work is to review and discuss the evolution of noise assessment in urban environments, with particular emphasis on open public spaces as key

elements of urban areas. It is argued that a crucial factor in achieving healthy and comfortable environments is the human dimension—that is, the subjective perception of sound must be taken into account.

Two main approaches have traditionally been used in the study of urban noise. The first involves field surveys to measure noise levels in specific spaces; however, this process is time-consuming and highly dependent on meteorological conditions. The second approach involves noise prediction methods for various environmental sources (such as industry, road traffic, and aircraft), developed to estimate sound levels at receiving points.

To achieve appropriate urban sound environments, regulations have been implemented based on maximum allowable sound levels. However, this paper argues that simply reducing noise does not necessarily result in improved acoustic comfort in urban spaces. It is essential to consider users' perception of sound in relation to physical parameters in order to develop effective strategies for creating comfortable environments.

The paper also discusses a significant trend in urban acoustics: soundscape research. This approach adopts a more holistic perspective, considering both positive and negative aspects of the acoustic environment, and placing greater emphasis on sound design rather than solely on noise reduction. The soundscape is understood as an integral component of the urban living environment, encompassing the relationship between individual experience and the physical and socio-cultural context.

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#### HEALTHY COMMUNITIES THROUGH A LOCAL URBAN DESIGN INITIATIVE

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Rapid growth and urbanization over the past several decades in South Korea have resulted in massive urban developments with excessive densities. Open spaces have virtually disappeared in many cities, and urban health has declined, leading to serious physical and mental health problems among residents. While increasing awareness suggests that reintroducing open spaces is key to improving long-term urban health, political initiatives and actions have lagged behind.

This paper introduces an innovative local urban design initiative that has contributed to creating open spaces in high-density urban communities. Originating in the city of Daegu, this initiative has spread to other cities in South Korea, including Seoul, Busan, and Incheon.

The initiative, known as “Dam-jang Huh-mul-gi” (meaning removal of walls), involves demolishing walls and tall fences around public, commercial, and residential properties and converting these areas into linear open spaces with pocket parks. A total of 345 projects have been completed in Daegu, improving visual quality, wildlife habitats, and walkability for both children and adults.

Because these spaces are typically located in highly visible and accessible areas, they serve as popular recreational and social gathering places. The movement is notable for several reasons: (a) active citizen participation and public–private partnerships; (b) positive health and social outcomes, including increased sense of place, community, and residential satisfaction, supported by surveys and empirical studies; and (c) its transferability to other urban contexts.

This paper presents a case study with an empirical investigation into the potential benefits of this initiative. It outlines the historical background, organizational and administrative structure, evolution, and current status of the movement, including its adaptation in other cities. It then discusses its significance as a locally driven effort to create healthy communities that has successfully gained public sector support.

The empirical component includes face-to-face interviews with 114 residents living in two neighborhoods where most projects are located. Conducted in summer 2005, the survey achieved a 98% response rate. It examined five dimensions contributing to healthy communities: physical, psychological, social, environmental, and economic factors.

The findings confirm the initiative’s contribution to healthier communities and identify key urban design principles, as well as organizational and procedural elements, that can be applied elsewhere. The paper concludes with lessons learned from Daegu and

suggestions for future development and implementation in other high-density urban contexts.

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## ONE PUBLIC, TWO HEALTH SYSTEMS: HONG KONG AND CHINA, INTEGRATION WITHOUT CONVERGENCE

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This paper explores the political dimensions of public health between the Hong Kong Special Administrative Region (SAR) and mainland China under the “one country, two systems” framework. Enshrined in the Basic Law in 1997, this arrangement defines the terms of Hong Kong’s reintegration with China, ensuring that the region retains its capitalist system and lifestyle—including its health care system—for fifty years. It thus constitutes the legal framework governing the relationship between the SAR and the Chinese state.

In recent years, this framework has been challenged by cross-border public health crises with global implications, including HIV/AIDS, the emerging H5N1 (avian influenza) virus, and SARS, as well as growing concerns over food safety involving products imported from mainland China. Additional tensions arise from differences in health care governance, including financing, service delivery, and issues of equity or the “right to health.” These developments have prompted calls for a reconsideration of the existing arrangement.

Given that the “one country, two systems” principle was originally conceived with Taiwan in mind, the Hong Kong experience is likely to have significant implications for the future of the “one China” policy of the People’s Republic of China.

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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 se refieren a ampliar y mejorar las redes sanitarias, educar a los ciudadanos sobre la importancia del agua para la salud, valorarla como un recurso escaso y destacar la responsabilidad de los usuarios, así como establecer tarifas y mecanismos económicos que hagan viable la prestación de los servicios. La responsabilidad de alcanzar estos objetivos recae en las autoridades locales, con el apoyo técnico y económico de los gobiernos nacionales

En este contexto, la ponencia se centra en las redes de agua potable y alcantarillado sanitario del barrio La Palomera, un asentamiento informal ubicado en el Área Metropolitana de Caracas, con una extensión de 12 hectáreas y una población de aproximadamente 6.000 habitantes. Las redes actuales han sido autoconstruidas por los residentes, con importantes limitaciones de diseño y construcción que impiden un funcionamiento adecuado, generando deficiencias en el servicio y afectando las condiciones de salubridad.

No existe un sistema formal de cobro, lo que contribuye al aumento del “agua no contabilizada”, uno de los principales problemas en la provisión de servicios de agua potable y saneamiento en Venezuela.

Siguiendo los postulados de la Agenda 21 y de la Agenda Hábitat, el asentamiento fue objeto de un Plan Especial de habilitación física en 2004, promovido por la Alcaldía de Baruta con apoyo del gobierno nacional. En este plan, los habitantes identificaron como prioridad la mejora de los servicios de agua y saneamiento. Posteriormente, se desarrolló un proyecto técnico que implica tanto inversiones en infraestructura como un cambio en la percepción de los usuarios respecto a su responsabilidad en el uso de los servicios.

El análisis de esta experiencia permite identificar aspectos clave para mejorar las condiciones sanitarias en asentamientos informales. La ponencia discute las

implicaciones técnicas, económicas, sociales y políticas de este tipo de intervenciones, así como las lecciones aprendidas.

Desde la perspectiva de la educación en planificación urbana, el trabajo subraya que los problemas de salubridad deben abordarse de manera integral, incorporando dimensiones técnicas, legales, económicas y sociales en la formación de los planificadores urbanos.

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## 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 worldwide. They suffer from an interrelated mix of social, economic, internal urban structural and environmental problems, often exacerbated by low community and institutional capacity, as well as a lack of social capital. These conditions discourage investment and job creation and contribute to social exclusion.

However, urban distress is not a new issue. It has been the subject of extensive scientific and empirical research over the past four decades. Despite this, according to OECD and other studies, traditional policies have not succeeded in halting the downward spiral affecting these areas, largely because they fail to address the complex, area-based nature of the problem at the local level.

Against this background, a consortium of research institutions and city administrations from across Europe has conducted, over the past three years, a project aimed at improving quality of life in large urban distressed areas (LUDA). LUDA is a research project under the “City of Tomorrow & Cultural Heritage” key action within the Fifth Framework Programme of the European Commission.

The LUDA project is led 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 European countries, in an interdisciplinary framework.

The overall goal of the project is to contribute to improving quality of life in large urban distressed areas by developing a systematic strategic planning and development approach aimed at reaching a turning point in local development. The central question is how to initiate and effectively manage an integrated strategic process of sustainable regeneration in areas characterized by complex problems, uncertain development prospects, and strong public pressure for rapid improvement.

The paper presents results of the project related to prospects for sustainable development from a multidimensional perspective, encompassing economic, environmental, and social aspects. It highlights key issues and provides an overview of both practical outcomes and theoretical considerations regarding quality of life within the context of urban regeneration efforts.

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## SLUMS, RESIDENTIAL SEGREGATION, AND CHILD MORTALITY: EVIDENCE FROM NAIROBI, KENYA

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It is well recognized in the literature that neighborhood environments have a fundamental impact on the health and well-being of urban residents. This is also true for Nairobi, where many urban residents are trapped in poverty and four in ten are now slum dwellers. Empirically, the child mortality rate in Nairobi is closely related to the concentration of slums: in slum areas, 65 out of every 1,000 children die, which is 1.3 times higher than the city average.

However, as noted in the literature, existing studies provide limited empirical evidence on the mechanisms through which neighborhood environments influence health outcomes. Therefore, a detailed examination of key neighborhood features affecting public health is essential for evaluating current policies aimed at improving community health and neighborhood conditions.

This study investigates the health consequences of living in slums and/or residentially segregated communities, using Nairobi as a case study. Health outcomes are measured through child mortality rates.

Unlike previous studies, which are largely cross-sectional and comparative across cities, this research focuses on spatial variation within a single city, using a rich set of variables. The primary data source is a 5% sample from the 1999 Kenyan Population and Housing Census, comprising over 100,000 individual records with more than 80 variables related to physical, social, demographic, economic, and health conditions.

Additionally, a supplementary dataset collected by UN-Habitat and the Kenyan government in 2002 classifies Nairobi's 4,700 Enumeration Areas (EAs) as "slum" or "non-slum." These data are integrated into a GIS database covering 110 sub-locations within the city.

Through recoding and aggregation, the study applies cross-sectional regression analysis to distinguish the effects of living in a slum from those of living in a residentially segregated area. Their combined impact is then analyzed in relation to child mortality rates.

The findings have important implications for public health, anti-poverty, and anti-slum policies. Both slum residence and residential segregation are found to have statistically significant negative effects on health outcomes, and their interaction term is also significant. These results suggest a new policy direction for slum intervention: reducing segregation between slum and non-slum areas, which may improve health outcomes.

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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 relationships between the typology of the urban fabric and the urban life patterns that can be observed within it. Typology is defined through the network of public spaces and the spatial distribution of urban functions.

The research is based on a methodology developed by the authors, which identifies the relationships between urban and environmental factors that most contribute to the vitality of an area. The goal is to promote conditions that encourage people to stay in public spaces, supporting optional and social activities.

The case study focuses on a recent urban development in Lisbon, a modern area designed at a human scale within a traditional grid of medium-sized blocks. Public spaces, implemented in the mid-1990s, are fully in place and provide favorable conditions for appropriation by residents.

The study area also presents a diversity of spatial and environmental contexts, making it suitable for evaluating how urban and functional structures contribute to the generation of urban life. In addition, the research examines the importance of public space quality in promoting social interaction and 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 impacts. This has led to a shift in thinking about how to design and construct disaster-resistant communities and why new investments in place, process and people are needed.

Four disaster mitigation strategies are presented—location, design, institutional, and social/civic—which together form a risk reduction planning framework. In the United States, the average number of declared disasters has increased from 20 per

year in the 1960s to 30 per year by 1990, and to over 45 per year by the end of the century. Globally, between 1980 and 2000, approximately 75% of the world's population lived in areas affected by earthquakes, tropical cyclones, hurricanes, floods, or drought.

Research shows that disaster risk reduction is a function of both natural and social conditions, highlighting the need to develop “hard” and “soft” countermeasures adapted to local hazards. Integrating risk reduction into land use planning, public facilities, and infrastructure decisions requires a continuous process across all phases of the built environment. Integration of efforts is more effective than segmentation, as it facilitates information sharing among stakeholders.

This paper examines a framework linking four strategies with three categories of investment. Investment in place includes strategies related to location and design of buildings and infrastructure. Investment in process involves institutional strategies such as laws, regulations, and public programs. Investment in people focuses on social and civic engagement, including public education and community participation.

The framework aligns with principles outlined in the 1994 Yokohama Strategy and Plan of Action for a Safer World. Location strategies address decisions about where to locate people and infrastructure relative to hazards. Design strategies focus on constructing disaster-resistant buildings and infrastructure. Institutional strategies involve regulatory frameworks and fiscal policies that support mitigation. Social/civic strategies emphasize education and community preparedness, including consideration of gender dimensions.

Each strategy is analyzed in terms of its contribution to reducing disaster risk and mitigating impacts. The paper draws on recent disaster preparedness experiences in the United States, Latin America, and the Pacific 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, particularly dependent on the amenities and facilities in their immediate surroundings. Therefore, enhancing environmental and social opportunities and accessibility is a crucial element in planning and designing child-friendly neighborhoods. Although children's perceptions and experiences of their living environment have long been a subject of interdisciplinary interest, the prevailing notion of childhood—as a vulnerable and dependent stage—has often led to overlooking children's capabilities. Consequently, their needs have not been adequately reflected in planning and public policy.

Over the past two decades, there has been growing interest in children's lives and well-being in increasingly urbanized contexts. In particular, concerns about sedentary lifestyles have generated numerous policy, planning, and design initiatives aimed at creating environments that support health-promoting activities. Encouraging walking and bicycling to school is now recognized as an important public health objective. However, school siting and funding policies have promoted the construction of large schools in sprawling areas, weakening the traditional role of schools as community centers.

The resulting disconnection between school and community has significant implications for children, whose daily lives are structured around family, school, and neighborhood. One consequence is increased automobile dependency in school travel. In response, initiatives such as "safe routes to school" have emerged, emphasizing environmental and social supports for active travel. While improved walkability is often assumed to encourage walking to school and strengthen community ties, there is limited research on how physical, social, and psychological factors interact within the family-school-neighborhood nexus to influence children's mobility choices.

This study examines how neighborhood social and physical environments affect children's propensity to walk to school. It first develops a conceptual framework for planning and designing child-friendly neighborhoods that support healthy learning environments. It then presents preliminary findings from a case study conducted in ethnic neighborhoods in inner-city Los Angeles. The research contributes to a broader understanding of how childhood environments shape health, learning, and overall 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 implemented in Iran over the past decades, with billions of petro-dollars invested in the national economy. Following the establishment of the Islamic Republic, multiple planning approaches were adopted, including participatory, justice-oriented, and independence-oriented models. Significant efforts have been made in rural land use, road construction, housing, provision of drinking water, and electrification.

Despite these efforts, approximately two million rural inhabitants migrated to urban centers between 1986 and 1996. The trend of rural out-migration has continued to increase over time. The share of the population living in cities with more than 100,000 inhabitants rose from 53% to 69.5% between 1956 and 1996. Rural development indicators still point to persistent underdevelopment in rural areas.

The central question of this research is to identify the key factors contributing to the continued underdevelopment of rural society despite substantial investments. The paper examines shortcomings in rural planning in Iran from a theoretical perspective. Its main hypothesis is that rural underdevelopment is primarily caused by the failure to construct a coherent theoretical framework for rural planning.

This hypothesis is based on the assumption that development processes are grounded in a theoretical framework consisting of three key components: scientism, humanism, and futurism. The study evaluates this hypothesis through a set of variables, including public attitudes toward these components, the share of rural areas in national income, the presence of creative populations in rural areas, access to education (including higher education), availability of drinking water and medical services, and access to employment and skill development.

The research is based on document analysis and case studies of 30 villages across various provinces, using fieldwork methods such as observation and interviews. The data are analyzed through comparative analysis.

The findings indicate that the lack of a strong theoretical framework in rural development planning is a key factor contributing to the underdevelopment of rural areas in Iran. The paper proposes a new definition of rural development planning, which may be particularly relevant for developing 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 were relatively homogeneous, dominated by families engaged in agriculture, fisheries, and other primary sectors. These communities were well organized, with shared institutions, arenas, and communicative processes. Municipalities were small (500–5,000 inhabitants) and enjoyed high political legitimacy.

However, the development of the welfare state and economic growth has significantly transformed rural communities. Households primarily dependent on primary production now represent a minority. Income sources have diversified to include public services, manufacturing, commuting to urban centers, the oil industry, pensions, and welfare systems. Combined with migration flows, these changes have fragmented social life and interests within rural municipalities.

Administrative restructuring, including the merging of municipalities to improve efficiency, has further intensified these challenges. In many cases, there are no longer common organizations, arenas, or networks that encompass all residents within a shared civil society framework for decision-making.

Over the years, efforts have been made to develop and implement communicative planning processes aimed at reducing political and social fragmentation in rural areas, with some success. This paper analyzes such processes, drawing on evaluations and empirical material to suggest directions for further development.

The first part of the paper examines key challenges in Norwegian rural areas and comparable contexts, using international research to identify issues relevant to communicative and collaborative planning. The second part presents communicative planning models used in Norway and situates them within international planning theory. These approaches are often linked to community development and economic development initiatives.

The third part provides brief descriptions of selected case studies, focusing on planning processes and implementation outcomes. The final part outlines ways to improve communicative planning in rural areas, particularly in terms of:

- Mobilizing and engaging residents and stakeholders in vision-making and strategy development
- Organizing and implementing strategies and actions
- Strengthening implementation processes
- Enhancing evaluation and learning to support sustained participation and community mobilization

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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, but they have only recently been introduced in Scotland. Although Scottish national parks share many characteristics with those in England and Wales, they are shaped by a distinct developmental context. While national parks in England and Wales have historically emphasized conservation and recreation (Caffyn and Prosser, 1998), Scottish national parks have been established with the goal of integrating environmental management and local rural development.

This shift reflects efforts to address tensions between “parks” and “people” in areas of high natural value, as well as the growing importance of sustainable development as a guiding principle for national park management (Dower, 1999).

The National Parks (Scotland) Act 2000 provides a strong institutional framework, granting National Park Authorities significant powers, including spatial planning authority, land acquisition, management agreements, and the provision of recreational opportunities (McCarthy et al., 2002; Illsley and Richardson, 2004).

This paper examines whether these institutional provisions enable the Scottish national park model to effectively address the challenges of sustainable rural development. It does so through an evaluation of a stakeholder consultation process conducted during the establishment of the Cairngorms National Park.

The analysis focuses on four key issues:

- The feasibility of achieving socio-economic development alongside environmental protection
- The role of spatial planning in achieving national park objectives
- The level of participation and democratic engagement enabled by institutional restructuring
- The adequacy of social capital within the region

The paper contributes to broader discussions on the role of rural development in protected area management and highlights evolving approaches to governance and public administration in such contexts.

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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 Integrated Coastal Zone Management (ICZM) emerged in the 1970s in the United States as a response to the limitations of fragmented and short-term development strategies, which failed to account for the complex interactions within coastal environments (Vallega, 2001; Kalaora and Charles, 2000). Based on principles such as harmonization, participation, capacity building, and long-term planning, ICZM has become a key component of sustainable development in coastal regions worldwide.

Despite advances in management practices, a major weakness of ICZM has been its limited attention to the socio-economic dynamics of coastal communities. Vallega (2003) conceptualizes the coastal zone as a spatial system composed of two interconnected modules: an ecological system defined by its biocenosis, and a social system characterized by economic structures and social conditions. However, there remains a lack of comprehensive data on the socio-economic characteristics of coastal areas, and ICZM frameworks often fail to address regional development needs. This issue is particularly evident in Scotland, where ICZM initiatives have been criticized for insufficient consideration of community-level impacts (Burbridge, 2001).

Within this context, the paper explores the potential of ICZM to contribute to the socio-economic revitalization of coastal regions. It is structured in three parts. The first part provides an assessment of the socio-economic characteristics of the Scottish coastline, based on national indicators applied to 16 coastal regions, with particular attention to peripherality, demographic trends, and the decline of primary sector activities.

The second part evaluates whether current ICZM frameworks are adequately equipped to respond to these challenges, through a review of planning documents and stakeholder interviews within selected ICZM initiatives.

The final part identifies policy gaps and discusses how a more balanced integration of socio-economic and environmental considerations can be achieved. The paper contributes to the ongoing review of ICZM policy in the United Kingdom and informs the implementation of recent European Union recommendations 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 with more than 20,000 inhabitants were required to approve participatory master plans to promote equitable access to urban land and guide local public policies. This requirement represents an achievement of the national urban reform movement, which originated in the 1960s in Brazil's Southeast, where cities expanded rapidly following late industrialization.

Today, the City Statute offers opportunities suited to Brazil's diverse urban realities. In metropolitan areas, it provides mechanisms for promoting social justice in land access and democratic urban management. In recently urbanized regions, such as parts of the Amazon, it opens possibilities to rethink the relationship between regional and urban planning—something that had not previously been integrated.

This paper examines the challenges faced by municipalities in the state of Pará (Eastern Amazon), where economic transformations over the past four decades have intensified social inequalities. Urbanization in this region has not been driven by industrialization, but rather by accessibility patterns.

Traditional Amazonian cities developed as market centers based on local production (rubber, fishing, timber, pottery, fruits such as açaí), closely linked to

river navigation and floodplain cycles, and supported by long-standing mercantile practices. In contrast, newer cities have emerged along road networks, supporting logging and agribusiness activities connected to global markets, often without delivering local economic benefits.

Most cities remain small and accommodate populations displaced from rural areas, resulting in expanding peripheral settlements. Implementing the City Statute in Amazonian municipalities therefore requires addressing broader structural issues, including rural exodus, rural settlements, indigenous land rights, deforestation, and the exploitation of natural resources such as minerals and water—challenges that often exceed local administrative and financial capacities.

In this context, clear distinctions between urban and rural areas are blurred, as are those between traditional and globalized economic practices. Cities become key entry points for understanding these overlapping dynamics and for advancing planning practices aimed at social, economic, and environmental sustainability at the municipal scale.

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#### METAPHORS AND IMAGINATIONS FOR REGIONAL DESIGN

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Inspired by cultures and identities from abroad, and influenced by the perceived success of best practices, many officials and planners are tempted to replicate developments from elsewhere. Instead of integrating new trends into existing traditions, regions often pursue the latest trends without regard to local specificity. As a result, many regions and municipalities aim to incorporate all functions within their own boundaries, leading to increasingly similar physical landscapes despite different local contexts and conditions.

This paper presents an approach for developing regional design principles that help establish a region's own identity, qualities, and opportunities. Such an approach

encourages municipalities and regions to complement one another and to build on their unique, place-specific characteristics as a foundation for development. In this context, globalization is not understood as the imposition of universal models, but as a process of synthesizing cultural diversity into differentiated regional logics and capacities.

Two case studies at different regional scales illustrate how regional design principles can strengthen identity and diversity. The first case focuses on a small region in the province of Friesland in the Netherlands. Five design principles are formulated based on landscape diversity, cultural history, and residential qualities. The second case examines the northern part of the Netherlands as a whole. Here, the integration of spatial planning and energy systems is proposed as a strategy to strengthen the region's identity as a clean and tranquil environment. A cascading energy system—ranging from high-grade industrial uses to low-grade household applications—is identified as energy-efficient but requires new, sustainable spatial planning approaches.

In both cases, the paper explores a shift from traditional Dutch planning models, focused on compact cities, toward more postmodern approaches that integrate urban and rural landscapes. Regions are defined through their qualities and identities, while residents, professionals, and other stakeholders are engaged to express their perceptions, aspirations, and visions.

Design principles are presented through metaphors and visualized by landscape architects to inspire planners and decision-makers. The paper argues that such principles can serve as alternatives for enhancing diversity and multiplicity in regional development 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 an extensive body of academic literature examining the dynamics of “scalar” relationships between institutions and policy initiatives operating at different geographical scales. Recent research highlights the complexity and

contingency of re-scaling processes, as well as the continued importance—albeit in changing territorial forms—of the state.

The emergence of various (city-)regional institutions is significant due to their indeterminate nature and uncertain territorial boundaries. These formations are shaped by competing actors aligned with different regional configurations. This paper focuses on the dynamics of relationships both between and within such regions.

Approach and methodology:

The paper explores these issues through the case of city-region development plans published in 2005 under the Northern Way initiative in northern England. First, it outlines the key arguments underpinning city-region policy and institutional development, along with related changes in national urban and regional policy. Second, it reviews the content of development plans for major urban areas within the Northern Way, interpreting them in light of broader theoretical and policy debates. Third, it examines how these frameworks have been implemented in the Manchester city-region, within the wider context of North West England.

The paper concludes by assessing how this case contributes to understanding the re-scaling of governance and the territorial restructuring of the state.

Relevance:

The study has interdisciplinary relevance for planners, geographers, urban sociologists, and political scientists. It builds on work presented at the 2005 Association of Collegiate Schools of Planning (ACSP) conference, particularly debates on “progressive regionalism.” The paper extends this work by linking it to the literature on the neo-liberalization of local and regional economic development and by providing a European (English) perspective to complement existing North American case studies.

Key data sources:

The research is based on semi-structured interviews with key policy actors and a review of city-region development plans published in 2005.

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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 urban expansion, many municipalities in developed EU countries introduced strict regulations on the location of large retail facilities in suburban and rural areas during the 1990s. In Japan, however, many local cities are currently facing serious decline in downtown commercial areas, driven by urban sprawl and planning systems that allow the development of large retail facilities in peripheral locations.

Within the framework of local autonomy, decentralization has become a key issue in urban planning as well as in politics. Since the late 1990s, authority over land use control and urban development has gradually been transferred from the national to the local level.

In response, the Japanese national government amended planning legislation, promoting a shift toward community-based planning. Municipalities in metropolitan regions have begun to develop new planning policies aimed at balancing socio-economic development with the revitalization of city centers, particularly through regulatory measures grounded in principles of sustainable development. However, challenges remain, especially regarding insufficient control over the location of large shopping malls.

This paper analyzes trends in the expansion of big-box retail and shopping malls in regional Japan and examines their impact on the decline of central commercial areas, focusing on a case study of the Fukuoka region in western Japan. It also presents examples of municipalities that have introduced new planning approaches to regulate the location of large retail developments, based on consensus-building processes and impact assessments covering both environmental and economic dimensions.

The analysis highlights current challenges in managing rural development within metropolitan regions and evaluates new local regulatory approaches adopted by leading municipalities. The paper concludes by identifying limitations of existing planning systems and the lack of governance mechanisms at the regional scale. It emphasizes the need for stronger inter-municipal cooperation in land use control and calls for new planning policies to support the development of compact cities or regions, particularly in the context of population decline and rapid ageing.

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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 major engine of economic growth, generating substantial employment and capital investment. It also exerts a powerful influence on the people and places that host tourism activities (Hall, 2000).

However, despite its scale and impact, tourism cannot be considered a universal solution for addressing underdevelopment.

The globalization of the tourism sector presents increasing challenges for planners seeking to ensure sustainable local development. At the global scale, quantitative models are commonly used to predict tourism demand and international travel patterns (Pearce, 1987), but these models are more suitable for broad regional or global estimates. At local and regional levels, fluctuations in tourism demand are much harder to predict, and inaccurate forecasts can lead to significant negative consequences when used to justify investments in tourism infrastructure.

In Jordan, tourism development has been strongly influenced by optimistic growth projections. These projections, supported by international agencies, encouraged extensive investment and construction within the tourism sector. More recently, the National Tourism Strategy (2004–2010) has continued to rely on similarly optimistic assumptions.

This paper examines the consequences of such projections in a politically volatile region. It addresses key questions regarding who benefits from sustained public investment in tourism and what the implications are for local communities and their development prospects.

The methodology includes analysis of national tourism statistics over the past decade, a review of academic and media sources, and examination of key planning documents such as the Jordan Tourism Master Plan (1996) and subsequent strategies developed by the Ministry of Tourism and Antiquities.

The study highlights how regional instability leads to significant fluctuations in tourism revenues, particularly affecting small-scale operators. It focuses on the pattern of investments in Petra National Park and the nearby city of Wadi Musa, Jordan's primary tourist destination. The findings demonstrate that reliance on overly optimistic projections can exacerbate economic vulnerability and undermine sustainable development goals.

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## PLANNING AS A DEVELOPMENT PROCESS, THE PLANNER (THE LEADER) AS AN ACTION RESEARCHER

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Research question:

What are the changing requirements for leadership in regional planning and development as partnerships between public, voluntary, and private sectors evolve? This question focuses on two main aspects: the conditions necessary for creating sustainable local and regional partnerships, and the forms of leadership appropriate within such partnerships.

The paper is based on the author's direct involvement in the development of a regional partnership in which Volda University College is a key participant. The origin of this partnership lies in the need to stimulate new entrepreneurial activities in local and regional communities. These activities build on historically strong sectors, particularly cultural production and higher education, which have been central to the identity of Volda since the 19th century.

The partnership aims to establish a center in which the university college plays a leading role, particularly in artistic production and performances intended for national cultural programs such as "The Cultural Backpack." This initiative is based on the recognized strength and breadth of cultural competencies at Volda University College, which are expected to foster innovation, creativity, and regional development.

The partnership has become institutionalized and includes Volda University College, the municipality of Volda, the county of Møre og Romsdal, the Students' Welfare Organization of Sunnmøre, and the private investment company Kompetanse Nordvest Eigedom AS. The development process has spanned approximately four years.

During the initial phase, the author led an informal interest group, later becoming the leader of a formally established group appointed by the local council. The process began through the mobilization of social capital within the voluntary sector and gradually expanded to include a broader range of stakeholders. As new partners joined, the direction of the initiative was continuously adapted.

The research focuses on leadership challenges across different stages of partnership development, with particular attention to communicative processes and the role of leadership in sustaining collaboration networks. The theoretical framework draws on practical pragmatism, John Forester's theory of practical deliberation, and the situational leadership approach of Hersey and Blanchard.

The findings suggest that it is possible to identify a typology of partnership networks, each with implications for leadership practices and performance.

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## IS THE NEW REGIONALISM PROGRESSIVE? THE VIEW FROM THE HINTERLANDS

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The metropolitan region lies at the core of the concept of New Regionalism.

Stephen Wheeler (2002) characterizes it as an approach to spatial planning that addresses economic, social, and environmental conditions while fostering a sense of place within metropolitan territories. Similarly, Tom Angotti (2005) argues that progressive regionalism begins with an understanding of how contemporary metropolitan regions differ qualitatively from earlier forms of urban settlement.

If “progressive” implies a concern with the root causes of poverty, social inequality, and environmental degradation, then the condition of rural areas becomes a critical issue. Globally, rural regions tend to be less economically, socially, and environmentally developed than urban areas, and the gap is widening.

A key factor contributing to this trend is the transformation of relationships between urban centers and their rural hinterlands. Historically, strong social and economic connections linked urban cores with surrounding rural areas. However, globalization has weakened these ties, as metropolitan regions increasingly form stronger connections with other global cities than with their own hinterlands. This shift has had negative consequences for both urban and rural areas.

Drawing on international case studies, with a particular focus on Portland, Oregon—often described as “the capital of good planning” (Abbott, 2000)—this paper examines the causes and consequences of the urban–rural disconnect. It also explores potential policy responses that align with the goals of progressive regionalism, addressing economic, social, and environmental challenges.

The study is based on government documents, statistical data, and open-ended interviews with key informants.

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## A PROGRESSIVE RESPONSE TO MIGRATION-LED GROWTH

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In the United States, contemporary progressive regionalism emerged from planning approaches grounded in physical design, particularly New Urbanism. Over time, this perspective has expanded to include social policies aimed at reforming economic development programs that exclude local populations, as well as initiatives promoting democratization and inclusiveness. A working definition of progressive regionalism includes addressing the root causes of poverty, social injustice, and environmental degradation (Pezzoli, 2005), alongside efforts to develop alternative governance structures, strengthen civil society, and reduce inequality.

Critiques of new regionalism argue that the progressive agenda remains embedded within capitalist frameworks, relying on inclusive local economic development as the primary pathway to change (Purcell, 2004). Additionally, it has been suggested that new regionalism is more place-based than people-centered (Wheeler, 2002), raising questions about how localities incorporate migrant populations.

This research examines patterns of residential growth along the Northern Frontier of Sonora, Mexico, situating them within the broader context of global labor migration systems. Through a comparative analysis of two localities, the study investigates whether local institutional arrangements—specifically the ejido system of communal land ownership—can mitigate environmental degradation and social inequality experienced by newcomers.

The case studies focus on small cities along the US–Mexico border, reflecting a shift in border crossings from large urban agglomerations (such as Ciudad Juárez–El Paso) to more rural areas in the Sonoran and Chihuahuan interior. The research combines qualitative data from interviews with local officials and residents, and quantitative data used to map urban growth patterns over time.

The paper explores whether concepts of progressive regionalism developed in the United States are applicable in this context, and how likely progressive policy approaches are to succeed. Preliminary findings suggest a reversal of the “tragedy of the commons,” where individual landholders maximize rents without sufficient consideration for infrastructure provision or human safety, despite the presence of communal land institutions. The long-term outcomes remain uncertain, particularly as ejido-based systems adapt to ongoing 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 associated with urban contexts, often narrowed to the issue of coexistence among ethnic groups. However, in highly urbanised and urbanising societies, rural areas are increasingly confronted with similar challenges. Due to the declining importance of agricultural production and the growing consumption of rural areas by non-agricultural users, these areas are becoming complex spaces shaped by diverse societal groups, differing in both functional use and identity. The lack of mutual awareness of customs and habits, once characteristic of urban contexts, is now increasingly evident in rural areas, emerging as a major challenge for policy—and particularly for planning policy.

Given the historical leadership of urban planning in addressing multiplicity and diversity, urban concepts provide inspiration for alternatives to traditional functional zoning of agricultural and natural areas. Functional zoning is increasingly outdated in the context of multifunctional rural landscapes. Instead, viewing these areas as complements to the limited public spaces in urban centers opens new perspectives for coexistence.

Consequently, planning shifts towards designing elements of public space—such as paths, attractors, signs, and landmarks—that facilitate multiple uses and identities. Studies of successful green public spaces in major urban agglomerations have identified three key success factors applicable to rural contexts: a sufficiently large open area, a surrounding built edge whose users engage functionally or visually with the space, and the presence of an attracting element that encourages exploration and interaction among users. These principles also support the development of innovative partnerships among farmers, residents, visitors, local authorities, and other stakeholders. Such partnerships can lead to local agreements, including financial arrangements for maintaining open spaces, for example through compensation mechanisms for farmers.

The transformation of a 1,200-hectare rural area on the fringe of Ghent, one of Belgium’s major cities, into a multifunctional landscape park—including forests, farmland, residential areas, castle parks, scientific facilities, and recreational spaces—illustrates this approach. While the design principles offer strong potential for transforming a previously mono-functional rural area into a multifunctional landscape, some of this potential has been diminished through translation into a traditional zoning plan. The primary remaining challenge lies in establishing effective local and regional partnerships among stakeholders to realize the Park Forest project.

References:

Keywords: public space; rural area; multiple land use; partnership

## THE AGRICULTURAL LANDSCAPE OF THE ARCHAEOLOGICAL PARK OF THE “VALLE DEI TEMPLI” IN AGRIGENTO: PLANS AND ACTIONS FOR A SELF-SUSTAINABLE LOCAL DEVELOPMENT

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The paper aims to define the role that an agricultural park with cultural and landscape values can play within a broader territorial system. This role is understood in relation to both cultural heritage systems and natural and anthropic systems, forming a reticular network that physically and conceptually connects natural areas surrounding the archaeological park of Agrigento.

In 1997, UNESCO recognized the value of the area and declared it a World Heritage Site, emphasizing both its historical significance and its role as a tangible expression of a lost civilization. Particular attention was given not only to the monuments but also to the agricultural landscape in which they are embedded. This recognition reinforced the importance of the Valley of the Temples, which was officially designated as an “archaeological and landscape park” in 2000 under a special law aimed at protecting and enhancing its cultural, environmental, and landscape values.

The paper examines the role of the park within a wider territorial system characterized by a network of natural and cultural heritage extending across the entire island. Within this framework, the Agrigento park is interpreted as a key node—or “loop”—within this reticular structure.

The study is situated within the broader framework of ecological network planning. Drawing on the European Council’s initiatives on landscape (notably the European Landscape Convention), the paper highlights the importance of integrating landscape protection policies with sustainable development strategies, recognizing that the former are an integral component of 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 draws on recent regional planning initiatives in the South East Queensland (SEQ) region, the fastest-growing region in Australia. The case study also considers current efforts to develop a Rural Futures Strategy for areas outside the newly defined statutory urban footprint of SEQ.

The paper examines the evolution of the Regional Landscape Framework as both a policy framework and an integrative instrument for addressing the diverse values of the SEQ regional landscape, including both existing and emerging rural values. It also reports on ongoing research into peri-urban areas and highlights the importance of managing these zones to maintain the overall rural character and values of the region. The changing nature and functions of peri-urban areas are analyzed, along with their evolving relationships with urban and metropolitan centers.

Based on this improved understanding, the paper concludes by proposing potential policy adjustments aimed at better managing the urban–rural interface and the regional landscape, thereby protecting rural values within the region.

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## FALLING BEHIND: CALIFORNIA'S SMALL METROPOLITAN AREAS

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Since 1970, small metropolitan areas in California have experienced steady population growth while simultaneously falling behind in key indicators of economic well-being, most notably wages. This paper addresses this issue through a three-step analysis.

First, using a panel of 17 metropolitan areas, the study identifies key factors influencing whether wage growth lags or advances. Findings suggest that slower

growth is associated with smaller population size, lower levels of human capital, relatively high levels of foreign immigration, and specialization in economically stagnant sectors.

Second, the paper examines public sector finances in the largest cities within these metropolitan areas, assessing whether prolonged economic stagnation has led to higher tax burdens and reduced public service levels compared to other regions in California.

Third, the study explores the relationship between immigration, wage levels, and economic growth by comparing immigration patterns in smaller metropolitan areas with those in larger, higher-wage urban regions.

The analysis is based on data from the US Census, the California Counties' Annual Report, the California and US Departments of Education, and the US Bureau of Economic Analysis. A pooled regression model using 40 years of data is employed to examine the determinants of wage divergence.

This research contributes to broader debates on rising income inequality in the United States and spatial disparities in economic development, highlighting the role of wages as a key component of regional economic performance.

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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 that planners routinely address, food remains largely a neglected system. This oversight has only recently begun to be corrected through the emergence of planning scholars focusing on food, new publications on the topic, and the introduction of courses addressing various aspects of food systems. However, established teaching practices in this field remain limited, making it important to explore the pedagogical implications of integrating food into planning education, as well as incorporating urban perspectives into food-related studies. The paper presents four teaching experiences that address these challenges. Timothy Beatley examines community food systems planning as a tool for community building and place-making. Drawing on his experience co-teaching a food security planning course at the University of Virginia, he highlights how food planning can strengthen local identity and community engagement. Barbara Lynch presents a case study from Rome, where she leads a course project focused on food systems and the urban–rural interface. The project explores changing relationships between food production and consumption, particularly in the context of urban expansion and the relocation of produce markets. Joseph Nasr discusses the development of an online course on urban food security within Ryerson University’s Certificate in Food Security program. The course addresses the challenge of teaching urban food system concepts to students who are not trained in planning or urban studies, highlighting both content-related and methodological issues in distance learning. Danielle Schami contributes two perspectives: first, as a student specializing in food systems within a planning education context, offering insight into pedagogical experiences from the learner’s perspective; and second, through her work on food education strategies developed by NGOs. Her contribution broadens the scope of food planning education by examining initiatives in Quebec, Canada, and Mexico. Together, these contributions demonstrate the growing importance of integrating food systems into planning education and highlight the need for innovative pedagogical approaches that bridge urban planning and food studies.

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Not provided

## INTERMEDIATE CITIES NETWORK: THE EVOLUTION OF CAMPANIA REGION FROM 1981 TO 2001

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This study is based on the hypothesis that contemporary settlement dynamics are characterized by the decentralization of large cities in favor of strengthening intermediate cities. These cities perform a mediating role between smaller settlements and large metropolitan areas at a global scale. This hypothesis has attracted increasing attention from regional studies scholars and urban planners seeking to analyze and interpret the role of intermediate urban systems within broader urban networks.

In recent years, many urban activities—residential, industrial, and service functions—have increasingly relocated from large metropolitan centers to

intermediate cities, offering an alternative to the problems associated with over-concentration in central urban areas.

The study is structured in three main parts. The first provides a literature review on intermediate cities and regional urban systems. The second applies the analysis to the Campania Region in southern Italy, aiming to examine the regional urban structure. This part is developed in two phases: first, an analysis of regional development dynamics from 1951 to 2001; and second, the identification of intermediate cities, their roles, and their functional specializations using multivariate analysis.

The third part identifies clusters of cities that form the intermediate urban network, serving as links between highly congested urban areas and less urbanized territories. For these clusters, planning strategies and policy interventions are proposed to achieve a more balanced and robust regional urban structure. The intermediate scale is highlighted as particularly suitable for testing new approaches to urban governance, sustainability, and spatial organization. Due to their manageable size and mediating role, intermediate cities can function as “laboratories” for innovative forms of territorial management that promote participation, balance, equity, and sustainability.

A key contribution of this study lies in its comparative dimension, as it evaluates current findings against those of a 1988 study (Papa & Piscopo, 1988) that used the same methodology and data sources. This allows for a clear assessment of the evolution of the intermediate cities network in the Campania Region over a twenty-year period.

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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 examines the institutionalisation of regional planning and its significant impact on housing development. Historically, Western European approaches have dominated the field of regional planning, with Europe serving as a leading source of innovation in planning theories and techniques, supported by a strong public sector and a tradition of knowledge-based problem solving.

In contrast, regional and spatial planning in Eastern Europe, including housing development, has been characterized by discontinuities and delays, often lagging behind Western Europe by several decades. Despite a strong interest in adopting Western planning theories and practices, their application in Eastern Europe has

frequently occurred without sufficient consideration of local conditions and existing planning cultures.

The post-World War II period introduced specific characteristics unique to post-socialist countries. This paper traces the evolution of planning approaches in both Western and Eastern Europe, focusing on theoretical foundations, institutional development, and outcomes in housing development.

The analysis proceeds in several steps. First, it presents a theoretical discussion of major planning doctrines. Second, it compares Soviet and Western planning theories and proposes a unified typology. Third, it examines how these theories were implemented in practice, drawing on historical data and interviews with key actors, with particular attention to the emergence of “double standards” in highly centralized planning systems.

Fourth, the paper analyzes the adoption of Western planning legislation and policies during the post-socialist transition, with a specific focus on Estonia. It argues that these policies have often been implemented in an eclectic manner, constrained by path dependencies from earlier systems.

Finally, using census data, the study evaluates whether different planning systems have contributed to 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 builds on a previous research phase in which a typology of spatial rural projects was developed. In many European countries, spatial planning policies consider such projects as important instruments for implementing governmental objectives. These projects operate within complex contexts, negotiating among multiple stakeholders while addressing ongoing spatial and socio-economic transformations.

The paper has a dual objective. First, it seeks to identify and describe the driving forces shaping rural spatial transformations. This involves developing a systematic overview of the key forces influencing changes in the countryside. Second, it examines how rural spatial projects engage with these forces—whether they capitalize on them, ignore them, or strategically use them to achieve policy goals. To address these objectives, the paper first proposes a typology of driving forces based on parameters derived from critical analysis of literature in landscape ecology and rural planning. Key references include Antrop (2005) and studies by Bengs

and Schmidt-Thomé (2005), Bishop and Phillips (2004), Boelens (2000), and De Roo et al. (1999).

These parameters are then tested through a case study in Flanders, Belgium, analyzing the situation before, during, and after the implementation of a spatial project. The analysis focuses on identifying which driving forces are addressed and how they are incorporated into planning practices. It also contributes to refining the typology by identifying additional relevant parameters.

Finally, the paper compares the typology of driving forces with the functioning of spatial projects, highlighting both alignments and discrepancies. It discusses the extent to which spatial projects are shaped by these forces and how effectively they respond to them in pursuing policy objectives.

The study is based on early-stage doctoral 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 state of Rio de Janeiro is one of the main sugarcane producing areas in Brazil. In the past, substantial financial resources were directed toward this region to promote the expansion and modernization of the sugarcane sector through institutions and programs such as the Institute of Sugar and Alcohol (IAA), the Plan for Rationalization of the Sugar Industry, and the National Alcohol Program (PROALCOOL).

The objective of this study is to analyze the effects of these policies on the agricultural economy of the region over the last three decades. Data obtained from the Brazilian Institute of Geography and Statistics (IBGE) and the Getúlio Vargas Foundation (FGV) were analyzed using a shift-share model.

The results indicate that sugarcane production increased during most of the observed period, even when market conditions—such as prices and agricultural-to-

industrial exchange ratios—were unfavorable. This growth can be largely explained by sustained subsidies and policy support. However, the expansion of sugarcane cultivation led to the displacement of traditional crops such as maize, rice, coffee, cassava, beans, and bananas, resulting in reduced agricultural diversity. This process of specialization also contributed to increased unemployment and a rise in temporary labor.

In recent decades, the competitiveness of the region in sugarcane production has declined due to high production costs and low productivity. Additionally, the dismantling of the IAA in the 1990s and the reduction of incentives under PROALCOOL further weakened the sector.

In response, diversification strategies have been proposed, including promoting fruit production and investing in agro-industries. While some growth has been observed in crops such as pineapple, coconut, guava, and passion fruit, these activities have not yet reached the economic importance of the traditional crops that were replaced by sugarcane.

As a result, the dominance of sugarcane in land use has increased, making the regional economy highly vulnerable to fluctuations in sugar and ethanol markets. The economic and social difficulties experienced in recent years highlight the risks of such specialization. The paper concludes that regional policies should be reformulated to promote greater diversification and resilience in the 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 the results of a research project funded by the Lincoln Institute of Land Policy, focusing on the growing importance and impact of Large-Scale Urban Projects (LUPs) in urban redevelopment strategies across five Latin American cities: Bogotá, Buenos Aires, Ciudad de México, Rio de Janeiro, and Santiago de Chile.

The discussion addresses several key issues: the increasing role of LUPs in urban development; their relationship with formal planning instruments and regulatory frameworks; their contribution to innovation in urban policy-making and management; and their impact on urban structure and land markets.

The roundtable adopts a comparative approach, highlighting both common trends and specific local dynamics across the selected case studies. The analysis is also situated within a broader international context, drawing connections with previous research on large-scale urban projects in other regions of the world.

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## HACIA UN NUEVO URBANISMO LATINOAMERICANO

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El “Nuevo Urbanismo” se ha consolidado como una forma innovadora de abordar los problemas urbanos y de planificación, mediante la recuperación de aspectos tradicionales de la formación de la ciudad. Conceptos como patrones y transectos, códigos y redes, la idea de vecindario y el valor de la participación social están estrechamente vinculados con la ciudad tradicional.

Este enfoque ha sido desarrollado y aplicado con éxito en países europeos y norteamericanos, y solo recientemente ha comenzado a aparecer en América Latina, ya sea a través de experiencias de planificación espontáneas o mediante iniciativas institucionales, como la Maestría en Nuevo Urbanismo del ITESM Campus Querétaro.

Para evitar repetir errores pasados de importación acrítica de ideologías y metodologías externas, es necesario cuestionar qué elementos del Nuevo Urbanismo son realmente pertinentes para las realidades y problemáticas urbanas latinoamericanas, así como en qué medida y de qué forma pueden ser aplicados.

Con este objetivo, el trabajo analiza, por un lado, los fundamentos filosófico-ideológicos y conceptuales del Nuevo Urbanismo, y por otro, las características del urbanismo latinoamericano, estableciendo una comparación entre ambos.

Los resultados indican que algunos principios del Nuevo Urbanismo no solo son adecuados para comprender y actuar en el contexto latinoamericano, sino que en

muchos casos ya han estado presentes de manera espontánea en soluciones urbanas locales exitosas. Esto sugiere que su aplicación en América Latina puede basarse no únicamente en la adopción de modelos externos, sino también en la revalorización de experiencias propias.

En consecuencia, las actividades educativas dentro de programas como la Maestría en Nuevo Urbanismo deberían orientarse no solo al aprendizaje de metodologías y técnicas, sino también al conocimiento profundo del contexto local y de las prácticas exitosas desarrolladas tanto de manera espontánea como institucional, con el fin de integrarlas en un enfoque más adecuado al contexto latinoamericano.

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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 current public sector accounting practices have unintended negative effects on the level of public investment in urban poverty reduction. This issue is particularly relevant in middle-income countries, where urban poverty is widespread and cities rely primarily on domestic resources to fund development and social programs.

The study adopts a case study approach, focusing on Brazil and examining the relationship between public sector accounting systems and urban planning. In particular, it analyzes how investments in the “Barrio Legal” slum upgrading program in São Paulo have been recorded in public accounts from its inception in 2001 to the present.

The paper identifies four main mechanisms through which accounting practices may influence public investment levels: the choice of accounting systems at the local level; the valuation (or absence of valuation) of costs and benefits; the power dynamics involved in defining and applying accounting standards; and the presentation and use of accounting data in budget allocation decisions.

These effects are not necessarily uniform. For example, while certain accounting systems may constrain investment in upgrading, political dynamics surrounding their implementation may create opportunities for increased social spending.

The study seeks to determine how and to what extent planners must consider accounting frameworks when advocating for poverty reduction programs and urban development projects, particularly slum upgrading. It also examines whether existing public accounting systems can be improved to better align with social policy objectives.

The analysis draws on multiple data sources, including public investment records related to the “Barrio Legal” program, federal accounting guidelines, and interviews with officials from the São Paulo Housing Secretariat. International references include standards and frameworks from the International Federation of Accountants, the International Valuation Standards Committee, and the UN System of National Accounts.

The research is based on an approved doctoral dissertation proposal under the supervision of Professor Peter Marcuse (Columbia University).

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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, actualmente en etapa de implantación. En este nivel se destaca una metodología que convierte al programa en un ente dinámico dentro de la secuencia de objetivos y medios de la planeación.

El nivel microregional se examina 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, así como en la preparación del Programa de Desarrollo de la región Laja-Bajío, que abarca ocho municipios. En el año 2000, mediante planeación estratégica con base comunitaria, se alcanzó la etapa de implementación de proyectos multimunicipales con financiamiento tripartito: gobierno estatal, gobiernos municipales y sociedad civil.

Se concluye que la opción más efectiva es la del nivel microregional, donde la región se define como una entidad federativa o como un conjunto de municipios dentro de ella. Esto se debe a que la planeación mesoregional aún se encuentra en fase de preparación e implantación, mientras que en el nivel microregional es posible aplicar de manera efectiva la planeación estratégica con base comunitaria. En este nivel, los actores comparten problemáticas, cuentan con apoyo comunitario y pueden interactuar de forma continua.

Por su énfasis en el análisis de metodologías aplicadas en los estudios de caso, el trabajo resulta especialmente útil 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 de 2005, la cuenca del río Mocotíes, en el estado Mérida (Venezuela), fue afectada por una intensa tormenta

causada por lluvias anómalas. Este evento generó graves pérdidas humanas y materiales, alterando profundamente la vida en estas comunidades andinas.

Los daños incluyeron numerosas víctimas, viviendas destruidas o afectadas, deterioro significativo de la infraestructura vial y pérdidas importantes en la producción agrícola, especialmente de café y legumbres. Este tipo de eventos se asocia con fuertes precipitaciones que provocan inundaciones y deslizamientos de tierra, como ocurrió en la conocida tragedia del Mocotíes en 2005 .

La caracterización física del territorio —orientada a identificar amenazas hidrometeorológicas, efectos geomorfológicos y actividad sísmica— encuentra en esta cuenca un campo de estudio relevante. La interacción de estos factores con las comunidades locales abre oportunidades para que los planificadores intervengan mediante instrumentos de ordenación urbana, programas sociales y procesos de capacitación comunitaria en gestión del riesgo.

A partir de esta premisa, se plantea un estudio interdisciplinario con los siguientes objetivos: reconstruir la estructura física y social del territorio considerando sus condiciones de vulnerabilidad; formular planes de desarrollo local basados en un modelo sostenible y en una visión compartida por la comunidad; y fortalecer las capacidades de las autoridades locales como articuladoras de procesos de planificación urbana, social y de gestión del riesgo.

Entre las estrategias propuestas se incluyen: la caracterización geográfica de la cuenca con énfasis en riesgos y vulnerabilidad; la definición de lineamientos municipales para la organización del sistema de asentamientos; la elaboración de planes de ordenación urbana para las localidades más afectadas; la construcción de agendas de actuación social y física con participación de actores públicos y comunitarios; y la implementación de sistemas de monitoreo y alerta temprana.

El enfoque general destaca la importancia de integrar planificación territorial, participación comunitaria y gestión del riesgo como elementos clave para enfrentar desastres naturales y promover un desarrollo sostenible en regiones vulnerables.

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## AMÉRICA LATINA, UNA CONTRIBUCIÓN HISTÓRICA AL DISEÑO URBANO GLOBALIZADO

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El continente latinoamericano constituye un ejemplo temprano de diseño urbano globalizado desde la época colonial, cuando los virreinos compartían conceptos comunes que posteriormente se formalizaron en las Leyes de Indias. La arquitectura renacentista se difundió a través de los tratados de arquitectura provenientes de España.

Excepto la capital del Virreinato de la Nueva España, reconstruida sobre la ciudad azteca preexistente, la mayoría de las ciudades coloniales fueron fundadas como ciudades portuarias o cercanas al agua. La traza urbana se organizaba generalmente en forma ortogonal, con manzanas cuadradas o rectangulares cuando el terreno lo permitía, y con una plaza principal rodeada por los edificios más importantes.

Este modelo urbano, aplicado en gran parte del territorio hispanoamericano, puede considerarse una forma temprana de globalización urbana. La arquitectura también fue globalizada, basada en los tratados europeos que guiaban la construcción de catedrales, edificios administrativos y viviendas con comercio en planta baja.

Con el tiempo, la retícula urbana demostró su eficiencia, evolucionando desde calles de tierra hasta infraestructuras urbanas modernas con pavimentación, servicios públicos y sistemas de movilidad contemporáneos.

## ACCESSIBILITY AS A DETONATOR IN THE FORMATION OF NEW TERTIARY CENTRALITIES

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El análisis de la movilidad, accesibilidad y transporte es fundamental para comprender la formación de nuevas centralidades terciarias en ciudades latinoamericanas. En el contexto de una sociedad globalizada y un modelo económico postfordista, el espacio urbano tiende a ser tratado como mercancía, lo que influye en su organización y desarrollo.

En Guadalajara se observa una transformación en la estructura del uso del suelo que impulsa la formación de una ciudad-región y la consolidación de un modelo policéntrico. La accesibilidad juega un papel clave en este proceso, influyendo en la localización estratégica de nuevas centralidades, los sectores económicos involucrados y los patrones de movilidad.

Estas centralidades tienden a ubicarse en áreas periféricas con mejores condiciones espaciales y ambientales, pero generan efectos negativos como el abandono de los centros históricos y el aumento del uso del automóvil en detrimento de la accesibilidad peatonal.

En este contexto, se destaca la necesidad de políticas de planificación urbana que promuevan una estructura vial eficiente, equitativa e inclusiva, capaz de responder a las necesidades de todos los ciudadanos.

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## THE IMPLICATIONS OF DEMOCRATIC PLANNING: GOVERNANCE, POWER AND THE STORY OF EL SALADO, MEXICO

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In the case of Mexico, the democratic planning agenda currently carries higher expectations than ever before, largely due to political transitions at the state and national levels in 1995 and 2000. Liberal democracy has emerged as a legitimate political system following years of legislative reforms and participatory discourse. However, the consolidation of democracy is still ongoing, particularly at the local level, where democratization is expressed through forms of social participation.

In urban planning, democratic planning—understood as the participation of civil society in decision-making—remains limited. There is still insufficient empirical evidence to

evaluate the effectiveness of democratic planning systems at the local scale or to assess the extent of stakeholder participation in land-use planning processes.

This paper addresses key questions regarding the implications of democratic planning at the urban scale and the degree to which these implications influence stakeholder participation. It draws on findings from a PhD research project, engaging with debates on communicative and collaborative planning, as well as critical perspectives on the “dark side” of planning.

Using a case study of land-use planning in Puerto Vallarta, the paper argues that the implications of democratic planning operate both at the level of governance structures and at the level of social relations among actors. At the structural level, tensions emerge between formal institutional arrangements and the values and discretionary practices of individual stakeholders. Power relations play a significant role, shaping participation processes and often creating barriers for certain actors, which are not always visible or easy to overcome.

The research is based on an almost completed doctoral dissertation supervised by Dr. Mark Tewdwr-Jones at The Bartlett School of Planning.

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CIUDAD ARCHIPIÉLAGO: FRAGMENTACIÓN TERRITORIAL-URBANA, MARACAIBO (VENEZUELA)

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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 global y dando lugar a nuevos métodos y aproximaciones. El “aquí y ahora”, entendido como gestión visible para la legitimidad política, se percibe como una colección de fragmentos urbanos dispersos y múltiples microrredes de actores e intereses, representados territorialmente mediante la metáfora del archipiélago.

La ponencia presenta los resultados de una investigación que caracteriza a Maracaibo como una “ciudad archipiélago” y reflexiona sobre su impacto en el territorio y el imaginario urbano. Este proceso se vincula con dinámicas de fragmentación político-territorial derivadas de la descentralización y la creación de nuevos municipios, como ocurrió en 1995 con la división de Maracaibo y la creación del municipio San Francisco .

La fragmentación responde a la necesidad de acercar el poder al ciudadano, democratizar la toma de decisiones y reconocer el potencial urbano de las periferias. La investigación se basa en el análisis documental de los procesos de división territorial (1995 y 2003), así como en entrevistas y cuestionarios dirigidos a actores locales y regionales.

Se concluye que la fragmentación de Maracaibo puede ofrecer respuestas innovadoras para la planificación urbana en Venezuela, especialmente en relación con la superación de la urbanización de la pobreza y la transformación de la periferia en ciudad. Sin embargo, esto depende de una gestión local eficiente basada en enfoques como “planning by doing” y la “gestión visible”, que promuevan la confianza, la cooperación público-privada y la corresponsabilidad entre actores.

En este contexto, la ciudad tiende a configurarse como un conjunto de “islas” urbanas —municipios o fragmentos— que funcionan como un sistema metropolitano fragmentado, una idea que ha sido desarrollada en investigaciones sobre el “archipiélago metropolitano” de Maracaibo .

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## CIUDAD ARCHIPIÉLAGO: FRAGMENTACIÓN TERRITORIAL-URBANA, MARACAIBO (VENEZUELA)

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## LA ESTRUCTURA URBANA DE SAN SEBASTIÁN DEL OESTE, MÉXICO: RESCATE DE UN LEGADO CULTURAL

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San Sebastián del Oeste fue fundado en 1605 durante el periodo colonial de la Nueva España, como resultado de la explotación minera de plata. Ubicado en la Sierra Madre Occidental, en el estado de Jalisco, presenta una estructura urbana particular desarrollada a lo largo de una cañada montañosa. Esta configuración refleja influencias

sociales, económicas y culturales acumuladas desde su fundación hasta la Revolución de 1910.

El asentamiento se organiza a partir de una jerarquía vial que articula 15 barrios y 4 cuarteles, dotados de servicios y equipamientos que han consolidado el poblado a lo largo del tiempo, generando identidad territorial en cada unidad. Esta estructura urbana constituye un testimonio de las estrategias coloniales de fundación y trazado urbano, basadas en las Ordenanzas de Felipe II (Leyes de Indias, 1573).

San Sebastián evidencia ciclos de esplendor y decadencia, en parte debido a su aislamiento geográfico, lo que ha favorecido la conservación de su patrimonio cultural. Actualmente, este patrimonio se encuentra bajo presión por procesos de turismo y especulación inmobiliaria.

La investigación busca sensibilizar sobre la importancia de la estructura urbana histórica como componente fundamental de la planificación contemporánea. Asimismo, pretende servir como base para la formulación de estrategias de desarrollo urbano desde los sectores público, privado y académico, con el fin de fortalecer iniciativas de rescate cultural.

El estudio plantea interrogantes sobre los trazos originales del asentamiento, su relación con las Leyes de Indias, la lógica de organización en barrios y cuarteles, y su correspondencia con la normativa urbana actual en el estado de Jalisco.

La hipótesis central sostiene que los factores sociales vinculados a la economía minera condicionaron una estructura urbana centralizada, organizada en barrios que mantienen una identidad cultural específica.

La investigación es de carácter histórico-documental y utiliza un enfoque deductivo. Se basa en el análisis de planos históricos, trabajo de campo, encuestas, levantamientos cartográficos actuales y registro fotográfico, para interpretar la relación entre espacio urbano, economía, sociedad y cultura.

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## LA APLICACIÓN DE LAS TIC'S EN LOS PROCESOS DE PLANEACIÓN URBANA Y DE PARTICIPACIÓN SOCIAL

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### Resumen:

El trabajo tiene como propósito principal presentar el uso de las Tecnologías de la Información y la Comunicación (TIC's) en los procesos de planeación urbana, cuestionando si estas contribuyen a una mayor participación social.

El análisis se desarrolla en dos ámbitos. Por un lado, el contexto nacional, donde se examinan los principales mecanismos mediante los cuales el gobierno mexicano, en sus distintos niveles, impulsa la incorporación de las TIC's. Entre estos se consideran el proyecto de e-gobierno, las reformas a la Ley Federal de Telecomunicaciones y el análisis de portales institucionales de sectores como Desarrollo Social, Comunicaciones y Transportes y Gobernación.

Por otro lado, en el ámbito de la planeación territorial, se analizan los portales de los gobiernos del Estado de México y del Distrito Federal, así como del municipio de Toluca y la delegación Cuauhtémoc, con el objetivo de identificar los mecanismos que promueven la participación social.

La hipótesis central del trabajo sostiene que, aunque las TIC's han sido incorporadas de manera acelerada en los procesos de planeación, su uso ha privilegiado los sistemas de información geográfica para fines estadísticos, cartográficos y administrativos, limitando su potencial para fomentar una participación social activa.

La temática resulta relevante tanto para la formación como para la práctica profesional en planeación urbana, ya que plantea la necesidad de considerar las TIC's no solo como herramientas técnicas, sino como medios para abrir nuevas formas de participación ciudadana. En este sentido, el uso de tecnologías digitales tiene el potencial de mejorar la interacción entre ciudadanos y tomadores de decisiones, ampliando los canales de participación en la planificación urbana .

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## CIUDAD Y PLANEACIÓN: LAS NUEVAS REALIDADES EN PROCESO

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Los procesos de planeación en América Latina atraviesan una crisis estructural derivada de múltiples factores interrelacionados. Entre ellos destacan: las desigualdades socioeconómicas acumuladas; la tensión entre el espacio tradicional y las dinámicas de la modernidad; la relación entre patrimonio, identidad y actores sociales; y la transformación de las comunidades en contextos democráticos que buscan nuevas formas de gobernabilidad.

A estos factores se suman los efectos de la globalización, los cambios tecnológicos, la reconfiguración de los procesos productivos y de consumo, así como la creciente flexibilidad de las intervenciones urbanas y arquitectónicas. La especulación del suelo urbano ha superado los instrumentos tradicionales de planificación basados en zonificación rígida, mientras que la expansión urbana ha dado lugar a nuevas formas territoriales como conurbaciones, metrópolis y estructuras policéntricas.

En este contexto, emergen nuevos paradigmas que reflejan la complejidad creciente de los procesos urbanos. El proceso de modernización en América Latina, impulsado por el crecimiento económico e industrial, ha generado transformaciones que las instituciones, las normas y los especialistas no han logrado controlar plenamente.

Como resultado, se evidencia una crisis del modelo tradicional de planificación urbana. Los intereses particulares han prevalecido sobre el interés colectivo, y las instituciones públicas enfrentan limitaciones frente a dinámicas especulativas. La superación de esta crisis requiere reconocer la necesidad de cambio, replantear los enfoques existentes y construir nuevas visiones de ciudad.

El autor plantea la necesidad de imaginar alternativas para la ciudad del siglo XXI, incorporando perspectivas más democráticas en la toma de decisiones. La “ciudadanización” de las políticas urbanas aparece como una vía para avanzar hacia modelos más inclusivos, superando esquemas centrados en la propiedad y orientándose hacia una ciudadanía activa.

En este proceso, las instituciones de educación superior tienen un papel clave en la generación de nuevos enfoques y en la formación de profesionales capaces de enfrentar la complejidad urbana contemporánea.

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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 trabalho é um recorte da dissertação de mestrado da autora e investiga a capacidade operacional das atuais políticas públicas habitacionais brasileiras, baseadas nas premissas da Agenda Habitat, na criação de espaços privados em áreas de habitação popular que ofereçam condições adequadas para o desenvolvimento sócio-espacial das comunidades afetadas.

Parte-se do princípio de que existem duas premissas essenciais para o desenvolvimento sócio-espacial: a participação popular na definição do espaço habitacional, contribuindo para o desenvolvimento humano, e a adequação das intervenções ao modo de vida da comunidade, de modo a ampliar suas oportunidades e qualidade de vida.

O estudo fundamenta-se no conceito de “liberdades humanas” de Amartya Sen, articulado às noções de cidadania, moradia digna e participação social. Como estudo de caso, analisa-se o programa Habitar Brasil/BID, com foco no Plano de Desenvolvimento Local (PDL) Riacho Doce e Pantanal, em Belém (PA), Brasil.

A metodologia incluiu análise de documentos oficiais da Prefeitura e entrevistas com atores envolvidos, especialmente moradores e técnicos responsáveis pelos projetos social e físico. A investigação enfatiza o reconhecimento do modo de vida local, das formas de construção produzidas pela própria população e da participação dos moradores nos processos decisórios relacionados à concepção da habitação.

Os resultados indicam a necessidade de aprimoramento das práticas participativas adotadas pelo poder público. Observa-se uma desconexão entre a habitação necessária, a existente e a projetada, o que pode comprometer os objetivos do plano e limitar seu impacto no desenvolvimento sócio-espacial das comunidades.

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## LA CONSTRUCCIÓN SOCIAL DE LA CIUDAD: REPRODUCCIÓN SOCIAL, RELACIONES ENTRE ACTORES, ESPACIALIZACIÓN Y ORGANIZACIÓN DEL TERRITORIO

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La presentación aborda la construcción social del espacio urbano en la Región Metropolitana de Buenos Aires (RMBA), analizando su configuración en el contexto de procesos socioeconómicos específicos y de transformaciones históricas que articulan el orden social y el espacial.

En el centro del análisis se sitúan las relaciones entre actores y los procesos de reproducción social que estructuran la formación urbana. La espacialización de estas relaciones en un territorio determinado constituye un elemento clave para comprender la conformación del espacio urbano.

El estudio considera a la ciudad como un sistema complejo y toma como caso de referencia una de las áreas metropolitanas más grandes del mundo. A partir de este enfoque, se propone una caracterización de un nuevo mapa espacial de la RMBA, destacando sus rasgos históricos y las dinámicas contemporáneas que configuran su estructura territorial.

El objetivo principal de la presentación es comunicar los avances en esta línea de investigación, centrada en la relación entre reproducción social, organización del territorio y transformaciones urbanas en el contexto latinoamericano.

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## METRÓPOLES LATINOAMERICANAS: CONVERGÊNCIA OU DIVERSIDADE NO PROCESSO DE PRODUÇÃO DO ESPAÇO?

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This paper presents the research results of a PhD thesis that examines the production of urban space in the metropolitan regions of São Paulo, Buenos Aires and Mexico City.

First, it analyzes the historical formation of urban spatial patterns, considering the socioeconomic, political, historical and territorial dynamics that shaped these cities throughout the 20th century. Second, through a cross-metropolitan comparative approach, it explores the transformations of these patterns within the context of global economic restructuring.

The findings of this historical-comparative analysis reveal a dual outcome. On the one hand, they highlight significant diversity in the historical processes of urban space production across the three metropolitan regions. On the other hand, they show distinct trajectories in recent transformations. Buenos Aires exhibits a strong break with its past patterns, São Paulo demonstrates continuity in its historical urbanization structure, and Mexico City presents more moderate changes.

These results challenge the widespread assumption of a global convergence of urban development patterns, emphasizing instead the persistence of context-specific trajectories in Latin American metropolitan regions.

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## LUIS BARRAGÁN'S SUBDIVISION DESIGN: CONTEMPORARY RELEVANCE

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Pritzker Prize-winning architect, engineer and landscape architect Luis Barragán developed several exclusive housing communities in Mexico between the 1940s and 1960s. 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.

While the development and marketing of El Pedregal have been well documented, the design of this and other projects has not been thoroughly analyzed. Barragán drew inspiration from a wide range of sources. Like many members of the Mexican intelligentsia of the early 20th century, he was influenced by a renewed interest in pre-Columbian history and mythology, as well as by modern art, architecture and literature. His influences included artists and thinkers such as René Magritte, Le Corbusier, Marcel Proust, and the literary movement of magical realism.

At the same time, Barragán differed from many of his contemporaries in his conservative political views, his interest in French and Mediterranean architecture, and his Catholic background. He was also an accomplished horseman, and his experience in equestrian practice influenced his approach to spatial sequencing in subdivision design.

A key source of inspiration was the book *La equitación moderna y su metodología* (1934) by General Casillas, found in Barragán's personal library. The text emphasizes the importance of variation and sequence to maintain engagement—principles that Barragán translated into spatial design through carefully composed visual sequences, incorporating water features and architectural elements that reflect his diverse cultural references.

These elements were arranged to guide movement through space and sustain visual interest, resulting in distinctive and highly influential residential environments.

Barragán's work offers valuable lessons for contemporary housing design, particularly in

its ability to resist homogenization and maintain cultural specificity within a globalizing planning context.

This paper analyzes Barragán's subdivision layouts and spatial sequencing, drawing on his library, annotations, design methodology and documented influences. It also compares his work with that of his contemporaries to highlight the uniqueness of his approach and its continued relevance.

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#### HUMAN DEVELOPMENT, CITY AND CITIZENSHIP

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Since the late twentieth century, Mexican cities have undergone processes of spatial segregation linked to increasing social inequality and the pursuit of individual and collective freedoms. Urban development has progressively detached from comprehensive visions of the city, as well as from principles of sustainability and citizenship. Contemporary urban growth often occurs in a fragmented manner, with limited attention to environmental impacts and the social conditions necessary for collective well-being.

The city, as a social construct, represents both a space of freedom and a site of conflict, where struggles for rights and social recognition take place. It is also a locus of power, requiring continuous engagement to ensure that it remains a space for citizenship rather than exclusion.

In this context, the concept of human development—particularly as articulated by Amartya Sen—becomes central. Development is understood not merely in economic terms, but as the expansion of human freedoms, encompassing the capacity of individuals to choose and pursue meaningful ways of life. The degree to which societies

enable such freedoms reflects their commitment to supporting citizenship and human dignity.

The city is also conceived as an environment, defined as the dynamic relationship between society and nature, including both natural and built elements that sustain life. Environmental conditions both shape and are shaped by social and economic processes, influencing aspirations, values and behavior.

Economic conditions, in particular, play a decisive role in shaping the quality of the urban environment and, consequently, in determining key dimensions of human development: the ability to live a long and healthy life, to access education and knowledge, and to secure a decent standard of living.

The paper raises the question of whether improving the qualitative conditions of the urban environment can enhance these capabilities and contribute to reclaiming the city as a space for 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 analyze the theoretical foundations underlying the different stages of urban land planning in Mexico from the late 1970s to 2006, a period during which urban planning became institutionalized and later transformed under changing political and economic conditions.

The methodology is based on an extensive literature review of planning theories, particularly those related to land use and management. The study also examines the transition from traditional planning approaches to governance-oriented frameworks, and how these shifts influenced urban land planning practices in Mexico.

Three main stages are identified. The first stage (1978–1980) corresponds to the institutionalization of urban planning, characterized by a strong role of the State as the primary agent of development. The second stage, during the 1980s, reflects a period of economic crisis, during which urban planning was largely abandoned. The third stage, beginning in the early 1990s, is marked by the restructuring of the State's role, focusing

on creating favorable conditions for private investment, alongside the introduction of strategic planning and urban governance approaches.

The theoretical analysis is complemented by the examination of urban land programs implemented in Mexican cities during each stage, highlighting their characteristics, achievements and limitations. The study also considers the institutional framework and the influence of international organizations, such as UN-Habitat, on planning practices.

Finally, the paper discusses recent developments and emerging agendas in urban land management at the Latin American level, with the aim of proposing alternative approaches applicable to the Mexican context.

This work forms part of a doctoral dissertation titled “Globalization and Urban Land Management in Mexico: The Case of Cuernavaca, Morelos,” supervised by Dr. Adrián Guillermo Aguilar Martínez (Institute of Geography, UNAM).

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#### PROPOSAL OF PLANNING AND URBAN DEVELOPMENT FOR THE CITY OF PUEBLA

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Urban development in Puebla, Mexico, has historically followed a Spanish planning scheme, characterized by a planimetric configuration that ensured a relatively stable spatial order and coherent urban structure.

However, since the 1960s, the strengthening of road infrastructure and the establishment of new industrial developments have triggered significant demographic

growth driven by regional and national migration. This process has led to the rapid and largely unplanned expansion of peripheral informal settlements lacking adequate structural planning.

Within this context, the paper presents an analysis of environmental degradation in the urban surroundings of Puebla. It emphasizes the need for a comprehensive planning and development framework aimed at restructuring the urban system and addressing the challenges posed by uncontrolled expansion.

The authors argue that existing urban development actions in informal settlements have been insufficient and inappropriate. They highlight the necessity of coordinated participation among professionals, social actors and governmental authorities at different administrative levels in order to achieve effective planning outcomes.

Although Puebla exhibits areas of apparent structural order, it also contains zones characterized by chaotic development, incompatible land uses and progressive environmental degradation. These conditions reflect the broader impacts of urban growth, both positive and negative, observed in cities with similar characteristics.

The continuation of such development patterns is considered unsustainable, as they increasingly undermine quality of life and environmental balance. The lack of integrated planning—encompassing physical, environmental, socioeconomic and political-administrative dimensions—contributes to ongoing degradation processes.

The paper concludes by proposing general guidelines for the integral development of informal settlements and their surrounding areas, aiming to raise awareness among planners and stakeholders involved in urban development processes.

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## EL ESPACIO PÚBLICO EN LA REALIZACIÓN DE LA CIUDAD Y LA CIUDADANÍA

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La ciudad latinoamericana contiene en su esencia, desde su eje central y en el proceso de su desarrollo —colonial, republicano y moderno—, una configuración particular en la que el espacio público ha sido un elemento estructurante fundamental. Desde la plaza fundacional hasta la ciudad fragmentada contemporánea, el espacio público ha contribuido a definir la identidad urbana, su morfología y el relato histórico de la comunidad.

El espacio público se integra en la trama urbana no solo como un vacío entre edificaciones, sino como el lugar donde se articulan las relaciones sociales y se construye una dimensión estética del entorno urbano. Es el espacio donde se

desarrollan las prácticas cotidianas y donde se satisfacen las funciones necesarias para la vida material de la comunidad.

Más allá de su dimensión física, el espacio público encarna la esencia de la formación histórico-cultural de la sociedad que lo produce. A lo largo del tiempo, ha contribuido a la construcción del sentido de pertenencia y a la formación de ciudadanía, transformando a los habitantes en sujetos sociales y ciudadanos.

En él se condensan tanto los valores locales como los universales, que se articulan en un proceso continuo de transformación urbana, reflejando cambios en las formas de vida, las categorías sociales y las dinámicas espaciales de la ciudad.

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## METROPOLITAN REFORM IN MEXICO CITY: THE CONTINUOUS CHALLENGES

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This paper provides an overview of metropolitan coordination arrangements in Mexico City, the largest metropolitan area in North America, with 18.3 million inhabitants in 2000. The metropolitan region is highly fragmented not only in physical, social and economic terms, but also in its governmental and administrative structure.

The metropolitan area includes the Federal District (with 16 quasi-local governments known as delegaciones), the State of Mexico (with 58 municipalities), and the State of Hidalgo (with one municipality), alongside multiple legislative bodies and federal institutions. Despite this complexity, there is no single authority responsible for coordinating metropolitan governance. This situation is not unique to Mexico City, as international experience shows that metropolitan governance remains an unresolved issue globally.

The paper identifies two main reasons for the lack of effective metropolitan coordination. First, metropolitan governance models often increase institutional

complexity rather than simplify it. Second, they require redistribution of political power, which generates resistance among existing governmental actors.

The main objective of the study is to compare different models of metropolitan governance worldwide from political, fiscal and financial perspectives, in order to evaluate their applicability to Mexico City. This analysis highlights the tension between metropolitan-scale coordination and the increasing trend toward strengthening local governments.

The research is based on the analysis of Mexican federal legislation and a review of international literature, particularly from scholars in the United States. The work also forms part of a doctoral research proposal at the Universidad Nacional Autónoma de México.

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## URBAN REGENERATION IN MONTERREY, MEXICO

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The international planning agenda suggests that urban development in the twenty-first century should be based on high-density, sustainable environments shaped by cultural diversity, technological integration and new forms of civic interaction. However, professionals working in less developed regions often face a very different reality.

Across the world, there are numerous large cities—often with populations exceeding one million inhabitants—that lack global visibility and operate with limited financial resources for urban regeneration. These cities are characterized by poverty, land speculation, poorly designed public spaces and increasing security challenges. Monterrey, Mexico, represents such a case.

Located approximately 250 km south of the Texas border, Monterrey has experienced rapid population growth, expanding from 1 million inhabitants in 1970 to 3.5 million in 2005. This growth, partly linked to migration dynamics, has resulted in accelerated urban expansion. The nine municipalities that constitute the metropolitan area allocate most of their budgets to basic infrastructure and housing at the urban periphery, leaving limited resources for regenerating the existing urban fabric.

As a consequence, many central areas of the city are neglected, lacking adequate regeneration strategies. At the same time, technological changes are transforming the use of public space, suggesting that the need for urban regeneration will intensify in the coming years. This creates urgency for developing affordable and context-sensitive approaches to urban renewal, particularly in cities where suburban expansion is drawing activity away from central areas.

Internationally, various models of urban regeneration can be identified, ranging from large-scale flagship projects such as the Bilbao model, to participatory approaches in Scandinavian contexts, and design-based strategies such as Crime Prevention Through Environmental Design (CPTED).

Within this context, the Engineering Division and the Department of Architecture at ITESM Monterrey have initiated a research program aimed at analyzing urban areas in Monterrey in order to develop sustainable regeneration strategies adapted to the Mexican cultural context. The paper presents the initial academic and research results of this ongoing project.

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#### INNOVATIONS IN DECISION-MAKING PROCESSES FOR SUSTAINABLE URBAN PROJECTS

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The central focus of this paper is the analysis of innovative decision-making processes in urban interventions aimed at fostering sustainable urban living conditions. Particular

attention is given to mechanisms that integrate the three key dimensions of sustainable development: economic, environmental and social.

The research highlights three main aspects of this transformation. First, the expansion of the decision-making sphere to include non-traditional actors such as NGOs, civil society, private sector representatives and researchers. Second, the role of shared information—especially scientific and technical knowledge—in bridging the gap between experts and citizens. Third, the transformation of institutional frameworks, norms and regulations, enabling both the exploration and implementation of alternative solutions.

Decision-making processes are conceptualized as arenas in which diverse values and rationalities coexist, with participation emerging as a central issue. The study focuses on local urban projects that identify themselves as “sustainable” and are considered innovative due to their methodologies and approaches. Case studies from Central and South America are used to evaluate these dimensions.

Beyond individual projects, often treated as pilot experiences, the research investigates the conditions that allow innovations to persist and be replicated. This involves understanding the transition from experimental initiatives to generalized practices within urban development, as well as identifying transferable conditions that support replication across different contexts.

The paper ultimately aims to assess both the potential and the limitations of participatory decision-making processes, and to examine the tension between innovation and the institutionalization required for broader application.

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## ESTRUCTURA Y DINAMICA URBANA EN EL ESTE DEL AREA METROPOLITANA DE CARACAS

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En el Área Metropolitana de Caracas, a partir del decreto de desconcentración industrial, las industrias consideradas pesadas y contaminantes fueron trasladadas hacia otras ciudades del interior del país. Desde el punto de vista del desarrollo regional y la generación de empleo, esta política puede considerarse un logro significativo.

Sin embargo, la ciudad requiere un equilibrio entre los distintos subsistemas que operan en su territorio y un adecuado funcionamiento de sus interrelaciones para garantizar su sostenibilidad. En este contexto, se reconoce que las unidades organizativas que impulsan el desarrollo urbano son las empresas públicas y privadas dedicadas a la producción de bienes y servicios, las cuales generan decisiones de consumo, producción y distribución.

Actualmente, la dinámica urbana del sector este del área metropolitana se caracteriza por procesos de invasión-sucesión. Estos procesos comenzaron en áreas residenciales, donde se produjo la transformación de viviendas en espacios comerciales, industriales y de pequeña escala productiva, impulsados por economías de escala y por una población residente en búsqueda de mejores servicios.

La presión existente sobre la zona de estudio se relaciona con la expansión de la capacidad instalada de servicios y con el aumento de la actividad económica, generada por múltiples actores que conforman el subsistema económico del área. Este fenómeno tiene implicaciones directas sobre la estructura urbana y los patrones de uso del suelo.

El estudio se enfoca en comprender el comportamiento de este sector como parte del sistema metropolitano de Caracas, considerando que cualquier transformación en esta área tendrá consecuencias significativas en la organización territorial de la ciudad.

Este tipo de dinámica se relaciona con procesos más amplios de crecimiento urbano en Caracas, donde una gran parte de la población habita en áreas autoconstruidas y barrios informales, que ocupan una porción considerable del territorio urbano .

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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 Global North, such as North America and Northwestern Europe, are increasingly evolving from monocentric city structures toward polycentric regional configurations, characterized by multiple nodes of employment, services and residential areas. Since the early 1990s, European planners have devoted growing attention to these emerging spatial patterns.

More recently, similar processes of polycentric development have been observed in Latin America, as part of ongoing urbanization dynamics. However, analytical and conceptual work on this phenomenon remains limited, and the process appears to be at an earlier stage compared to that of the Global North.

The paper addresses three key questions: (A) whether current metropolitan development in Latin America can be interpreted as a shift toward polycentric urban structures; (B) whether such developments may lead to convergence with Northern urban models; and (C) to what extent planners in Latin America can learn from European experiences in managing polycentric urban regions.

To answer the first two questions, the paper reviews emerging patterns of polycentrism in Latin American cities and compares them with those in Northern contexts. While there is evidence of a transition toward polycentricity, fundamental differences in social, economic and institutional conditions suggest that these developments are more likely to result in distinct forms rather than convergence.

To address the third question, the paper examines European planning approaches, focusing on the Randstad region in the Netherlands as a key example of a polycentric urban region. Based on this comparison, the study identifies potential lessons for Latin American planning practice, while also recognizing the contextual limitations of transferring models across regions.

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#### PLANNING IN TIMES OF TRANSITION

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This contribution proposes the organization of a roundtable discussion—ideally as a plenary session—focused on key planning challenges in Mexico City, in the context of broader political and institutional transitions.

The roundtable is intended to be led by Marcelo Ebrard, who has held several prominent positions in the Mexico City government, including General Secretary, Secretary of Public Security and Secretary of Social Development. His extensive experience in urban reconstruction and planning provides a valuable perspective on the evolving governance context of the city.

Ebrard has also been closely associated with Andrés Manuel López Obrador, then a presidential candidate, whose campaign manager, Ricardo Monreal—former Governor of Zacatecas—has also agreed to participate in the discussion.

The session is to be chaired by Professor Bish Sanyal, Ford International Professor of Urban Studies and Planning at the Massachusetts Institute of Technology and Director of the Special Program in Urban and Regional Studies.

Two respondents are proposed. The first is Professor Diane E. Davis, Professor of Political Sociology at MIT, known for her extensive work on Mexico City, including the book *El Leviatán Urbano: La Ciudad de México en el Siglo Veinte*. The second is Dr. Arturo Alvarado, Professor of Sociology at El Colegio de México, whose research focuses on public insecurity and the rule of law, and who has worked on political and judicial reforms in Mexico.

The aim of this session is to foster a critical discussion on planning in times of political and institutional transition, highlighting the intersections between urban governance, security, and social development.

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#### URBAN AND TRANSPORTATION PLANNING IN MEXICO CITY

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This paper presents the main conclusions of a two-year research project conducted in collaboration with the Massachusetts Institute of Technology, focusing on the relationship between urban development and transportation in Mexico City, and the role of planning in shaping this relationship.

After outlining the evolution of urban development since the 1950s and the increasing severity of transportation problems, the study proceeds with a comparative evaluation of urban development and transportation plans and programs across different administrative levels: the Federal District, the State of Mexico and the metropolitan region as a whole. The aim is to assess their coherence and their impact on the spatial organization of the city.

The methodology includes: (1) a comparative analysis of planning documents using a common analytical framework; (2) a review of relevant literature; and (3) interviews with public officials involved in the preparation of these plans.

The findings indicate that urban planning strategies have primarily focused on urban sprawl, territorial organization and decentralization to other cities. Transportation issues identified across plans include persistent problems such as the inefficiency of public transport systems and the excessive reliance on private vehicles. More recent plans also incorporate concerns related to environmental impacts, subsidies and financial constraints.

However, many major transportation projects have not been directly derived from planning studies, but rather from decisions taken outside formal planning processes, often influenced by private interests.

A critical issue in the metropolitan area is the existence of extensive informal settlements, where the relationship between urban development and transportation differs significantly from formal areas. Fieldwork conducted in the southern part of the Federal District highlights specific transportation challenges faced in these irregular settlements.

The paper contributes to planning education by illustrating the practical difficulties of coordinating different levels of government and integrating various dimensions of territorial planning. It also questions the applicability of planning theories developed in the Global North to the realities of large Latin American metropolises.

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#### PREPARING TO PLAN: COLLABORATIVE PLANNING EFFORTS IN MONTEVERDE, COSTA RICA

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Discussions on collaborative planning and consensus-building emphasize the importance of including diverse and often conflicting perspectives in planning processes. Planners advocate for broad community participation, involving a wide and representative range of stakeholders.

Research on collaborative planning acknowledges the inherent challenges of bringing together different actors to deliberate on complex and abstract issues. Nevertheless, such processes offer valuable opportunities for participants, even when they do not result in consensus or immediate action.

An important yet less explored question concerns the optimal structure of collaborative processes: whether they should begin with a broad group of stakeholders from the outset, or start with a smaller, more focused group and gradually expand. This issue becomes particularly significant in contexts where institutional and regulatory frameworks are weak or absent.

Drawing on semi-structured interviews with community stakeholders and participant observation of an ongoing planning process in Monteverde, Costa Rica, the study suggests that collaborative planning initiatives may be more effective when initiated by small, committed groups that recognize the value of collaboration and are able to build momentum over time.

The findings contribute to a better understanding of how collaborative planning processes can be structured and sustained, particularly in contexts with limited institutional support.

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